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27 JANUARY 1956


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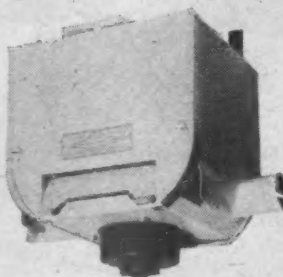
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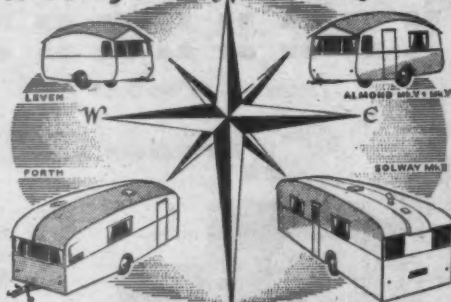
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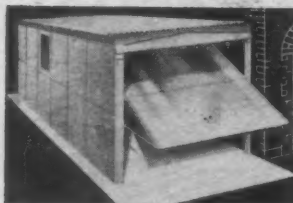
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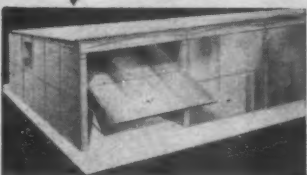
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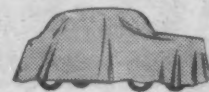
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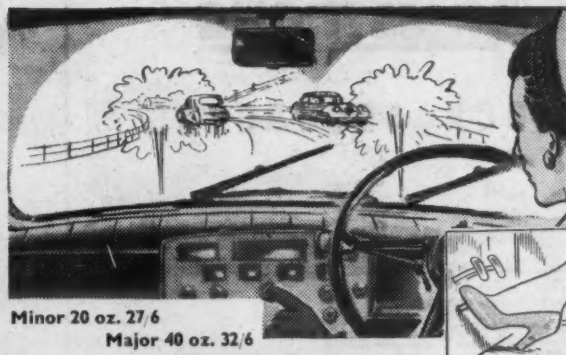


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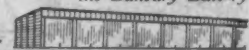
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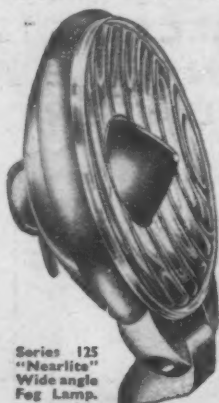


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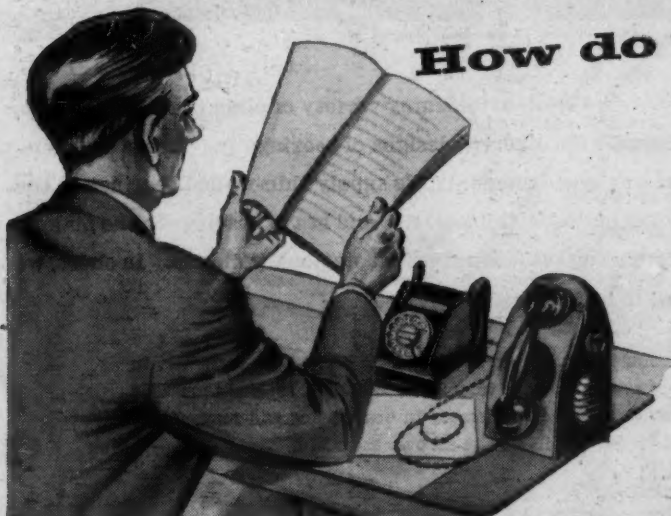
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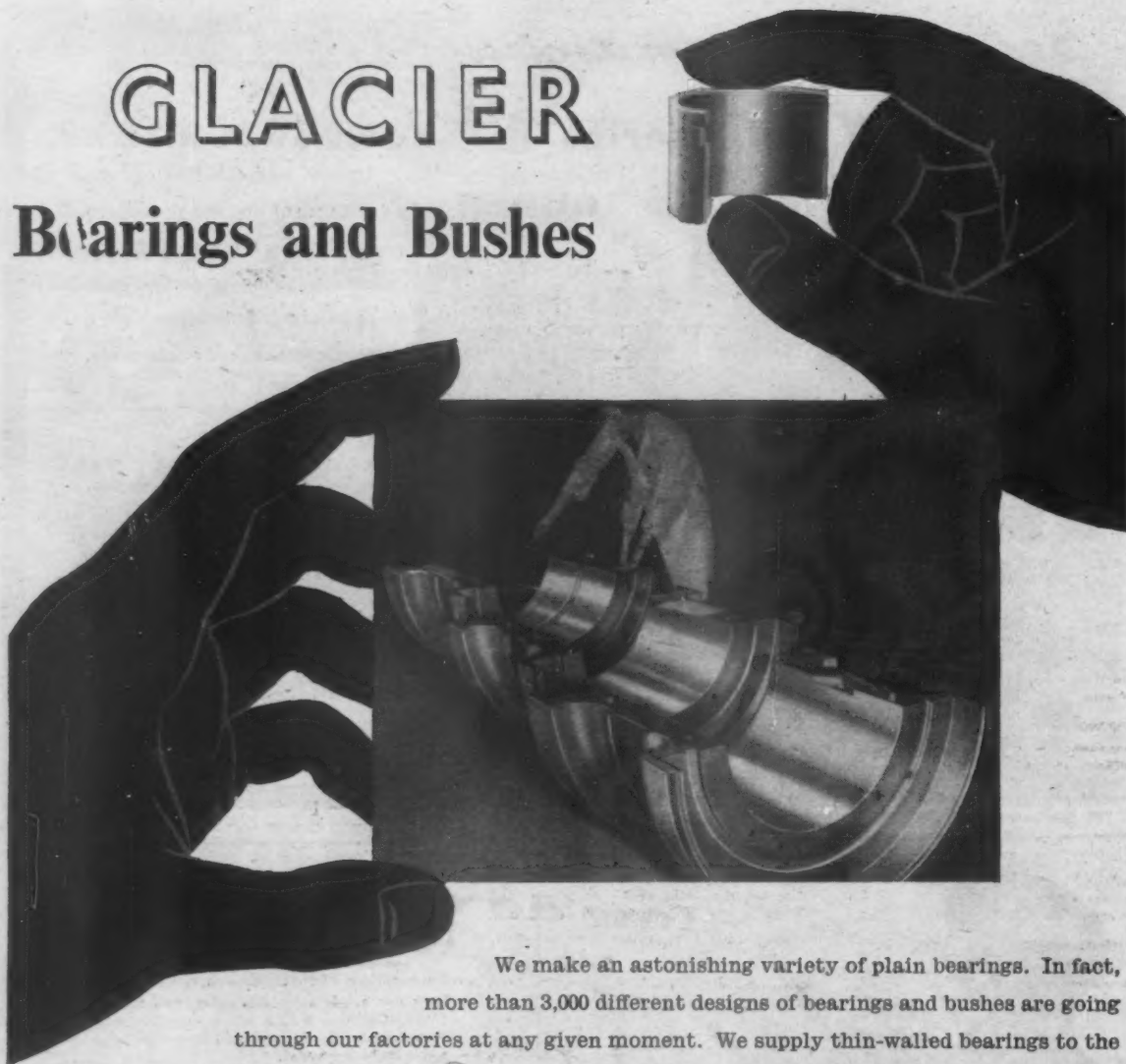
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The Autocar

FOUNDED 1895

No. 3139

Friday, 27 January 1956

Vol. 104

Technological Shortage

BRITAIN'S shortage of trained engineers was emphasized afresh last week when the Prime Minister announced that the Government is determined to make a big advance in the sphere of technical education and will shortly issue a White Paper on their proposals. This need was also referred to by Sir Winston Churchill when he drew attention to the increase in scientific and technological education which has taken place in the U.S.S.R. during the last ten years. It is interesting, too, that in the rebuilding of the German economy, priority was given to the establishment of technical colleges, and that manufacturers co-operated with the Government to provide the most up-to-date equipment for their engineering laboratories.

If the expanding motor industry is to continue to play a leading part in this country's economy there will be a greater need for qualified engineers. This has been recognized by the British Motor Corporation in appointing one of our leading technical educationalists as their director of education and training.

In the post-war era there has been an increased recognition of the importance of sound basic training and there are now many firms operating excellent apprenticeship schemes. These are combined with part-time academic training which enables degree standards to be reached. Unfortunately there is a very large void to be filled. During the late 'twenties and 'thirties many of our automobile firms did not operate such training schemes. On top of this came the war years which necessarily curtailed technical education with the result that there is a gap of almost twenty years to be filled.

The motor industry was founded by a generation of practical men, whose training and innate skill were invaluable at its birth. There is sometimes a suspicion that there is still an insufficient awareness of the need for engineer-scientists if Britain is to maintain a competitive position in the expanding world markets.

Although there is a continued and growing need for the pure scientist, the greatest requirement of industry is for a high proportion of professionally trained engineers with practical experience. The new academic "sandwich" courses which are being supported by industry seem to meet the requirements. This integration of the academic and practical can be extended, but it must be speeded up and broadened in its scope if industry is not to be starved of technical leaders in the future.

A Question of Space

THE past year has been notable for public recognition that congestion is a real threat to the present-day economy, and the situation has been brought about by popular press publicity, as well as by the enormous increase in car registrations. The owner, naturally enough, wants to use this personal form of transport for the convenience of travelling to and from his place of work, thus creating one of the biggest problems of all: parking.

There are two kinds of parker to be accommodated, and for those who stay all day the authorities have talked about multi-storey garages (seen in many overseas cities) and underground parks, although little has yet been done. A start on the Edinburgh project has been put off, and the Ministry of Transport has decided not to back the London square schemes. One interesting development is that the London County Council will not allow business buildings to go up in their area unless garage accommodation is provided.

For the second category, the short-term parker, there will be metered lots, if the Road Traffic Bill now before Parliament becomes law. There are various objections to the parking meter, chiefly on the grounds of the difficulty of enforcement, and because the division of the highway into fixed lots for a single car, whether it be large or small, will actually decrease the space available.

But if parking became easy, would more drivers be tempted to come in by car? The approach roads to the city are already crowded, and saturation point could easily be reached. So the difficulty is not only one of insufficient parking room, but also of inadequate roads. The Minister would do well to remember that the problem is a two-fold one. And something must be done soon.

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MOTORING INFLATION

The Cost of a Car in 1938 and 1955

By MICHAEL PAYNE

THE DWINDLING POUND . . .

Value in 1938	1952	1953	1954	6.12.55	13.12.55	20.12.55	28.12.55
100	42	42	41	39	39	39	38

THE recent rise in new car prices brought to an end a period of steady prices which started after the reductions of October, 1953. This provided an opportunity to compare the customer's outlay for a new car a few months ago with the outlay necessary in the last "equilibrium" pre-war year, 1938, and so to arrive at some idea of how 1955 value compares with 1938.

The first operation was to find a unit common to both periods in which money costs could be expressed. If we except gamblers and similar financial opportunists, an individual's spending money is the product of time and applied know-how, so that realistic comparisons are possible using the amounts of working time that people in similar working situations in 1938 and 1955 have to exchange for corresponding vehicles, then and now. To eliminate the problem of changing living standards, manufacturing techniques and so on, corresponding vehicles must be distinguished functionally, i.e., comparison must be made between those put on the market to serve, as near as possible, the same purpose for the same group of people.

These two considerations limit realistic comparisons to those between current mass-produced vehicles costing not more than about £700 including tax before the recent increases, and their 1938 counterparts. The majority of new vehicles costing more than this go on to the capital account of business enterprises, and their real cost to the buyer becomes somewhat vague, and in any case is not measurable by the "working time" method. Also, there are very few reliable figures of earnings in the higher income occupations now or before the war.

In the lower price range designed to appeal to, among others, the better-paid industrial worker, comparisons are possible on the basis of Ministry of Labour figures of earn-

ings in different occupational groups. These figures are averages for all workers within any named group, and are available for the last week in October, 1938, and have recently been published for the last week in April, 1955. They are total earnings, including overtime and other supplementary payments and not simply plain-time wages.

If we divide the price of a car by a man's average weekly earnings, this will give the cost of the car expressed in weeks of working time. In October, 1938, the cheapest saloon version of the Austin Seven Ruby cost £122; the cheapest A.30 last April cost £475 14s 2d, including tax. Both cars were the second cheapest saloon on the market. In October, 1938, the average weekly earnings of hourly paid men over 21 in the large number of manufacturing and allied industries covered by the Ministry survey was 69s. A similar figure for April, 1955, was 217s 5d (the current surveys are slightly broader than pre-war). Thus the Ruby cost the 1938 average worker 35.36 weeks' work, and the A.30 cost the 1955 average worker 43.76 weeks' work, or 23.8 per cent longer.

Basic Costs Are Lower

Among the best-paid workers in 1938, and thus most likely to own small new cars, were those in vehicle, cycle and aircraft manufacturing (including components), adult men averaging 83s 1d per week, or 29.4 weeks' work for a Ruby; in the top position last April at 262s 10d per week, it took them 36.2 weeks to earn an A.30, or 23.1 per cent longer. Even cement workers, who show the greatest proportionate increase in a rise from 67s 1d to 259s 4d, have to work 2.4 per cent longer, and London bus drivers, way out on top pre-war at about 94s, with their earnings only about

doubled at 190s have to work 93 per cent longer.

It is interesting to compare similar percentage increases which have been worked out for other current cars having reasonably close pre-war equivalents, using vehicle, cycle and aircraft workers' earnings as a base. This is appropriate; besides being among the best paid in both periods and thus most likely to own small new cars, these industries are weighty in the economy, prosperous and strongly unionized, and wages have moved along well with the general increase in the country's prosperity.

In Pairs

Comparisons are between cheapest saloon models, except that the four-door 1938 Ford Prefect is put against the current version. The respective costs are—Morris Minor over Series E Eight, 30.6 per cent longer, Hillman Minx 25.6 per cent, Austin Seven 23.1 per cent, Standard Eight 17.9 per cent., Ford Prefect 16.1 per cent and Ford Popular over Ford Eight 7.3 per cent.

Let us now omit from our calculations purchase tax, which did not exist in 1938, and compare the price in October of that year with last April's basic price. If we accept vehicle and aircraft workers' earnings as a rough index of earnings movements in the country, then this will produce a more realistic guide to the economic achievement in the small car field during eleven peace-time years. The resultant figures are reductions in working time, not increases: Morris Minor 8 per cent, Hillman Minx 11.5 per cent, Austin Seven 13.3 per cent, Standard Eight 17 per cent, Ford Prefect 18.2 per cent and Ford Popular 24.5 per cent.

The point that stands out clearly is the increasing relative cheapness of Fords, although, of course, the Popular is not a new model and must have paid for itself many times over, and so can be sold for an uncommonly low figure not strictly comparable with the price of new designs.

The big drop for the Standard may seem surprising at first glance, for this firm's facilities are nothing like as vast as Ford's, but if we recall the £20 jump in basic price of the Standard last June, plus another £10 to £369 just before the Show, we may surmise that the original price was short-term policy and unrealistic considering long-term resources, so that the intermediate price of £359 better represents the "equilibrium" comparable with other makers' prices. On this basis, the basic price is down 12.1 per cent from 1938 and the total price up 24.8 per cent, a position very close to that of the A.30 and Minx.

However, conclusions to the effect that, since 1938, the small Morris has become a dear car compared with the small Austin, which has itself become dear compared with the Fords, cannot be drawn directly from the preceding figures, for to do so would be to assume that all the current versions show the same proportionate technical advance since 1938, and that the relative nature and quality of each model have not changed, so that they all now occupy the same relative position in the informed buyer's eye as pre-war.

Cost Per Hundredweight

There is no simple yardstick for measuring technical progress and changing quality, but the "robustness" aspect of quality is not unconnected with the weight of metal in the car for its overall size; the working-time figures gain in significance if looked at in the light of weight changes in terms of changing cost per cwt of vehicle, for simplicity using the basic cost figures only. The weights used are unladen kerb weights to the nearest quarter-hundredweight, but unfortunately include the petrol tank about two-thirds full: this being true of all the examples the effect will be to cancel out the slight error, and the comparison figures are sufficiently accurate for the present purpose, though they are not precise.

The Morris is unchanged at 15.5 cwt, so that last April cost per cwt was down 8 per cent, the same as basic cost. The working time of 28.4 weeks to earn the basic cost of the current vehicle works out at 1.83 weeks per cwt. The weights of the other vehicles have changed since 1938. At 14 cwt there is 1.25 cwt more Austin, at 19 cwt half-a-hundredweight more Minx, but at 15.75 cwt three-quarters

of a hundredweight less Ford Prefect, and at 13.5 cwt there is 1.75 cwt less Standard Eight.

Basic cost per cwt of Austin Seven has dropped 21 per cent to 1.82 weeks, of Hillman Minx 13.8 per cent to 1.83 weeks, of Ford Prefect 14.3 per cent to 1.90 weeks and of Standard Eight 6.3 per cent to 1.91 weeks. Using the later Standard price, the drop is 0.7 per cent to 2.02 weeks per cwt. The Ford Popular has dropped most, 23.2 per cent to 1.44 weeks, which is what one would expect.

What can we glean from all this? First, that these six small cars are all dearer in terms of working time than their pre-war equivalents, but that this is owing to purchase tax; all are down on basic cost and five of them by a considerable percentage, the Fords showing the greatest drop.

Secondly, if we accept weight as being an important factor in quality among mass-produced cars of similar overall size, we can say that basic cost per cwt has dropped considerably on three out of five new designs and noticeably on the other two (using the lower price for the Standard). On all five, basic cost per cwt last April was virtually the same—1.82 to 1.91 weeks' work—the difference of less than 0.1 of a working week (half a day) adding up to only seven working days on a 14 cwt car, which indicates the similarity of mass-production techniques, costs and consequences.

Running Expenses

There is, of course, another factor relevant to the comparisons—relative technical progress displayed in the designs (from b.m.e.p. to boot size)—but this is best left to free argument.

It is worth while taking a similar, but much briefer, look at running costs, considering only the two Austin models, which are perhaps the most closely comparable of the twelve examples, although any of the other five pairs would probably give similar figures.

It is necessary to make a number of assumptions—to consider the first year of the car's life over an assumed ten thousand miles, thus eliminating the complication of replacements, using top grade petrol at London prices at consumption rates taken from reputable contemporary road tests; insurance is fully comprehensive non-business without no-claims bonus at London rates; the pre-war service charges are guess-estimates, and in both cases are for the recommended essential services only, without washing and the like. Oil is not multi-grade.

The Ruby works out as follows:

	£	s	d
Tax	6	0	0
Insurance	13	10	0
Petrol, 1s 7d per gallon at 38 m.p.g.	21	0	0
Oil, 5 sump changes totalling 20 pints	1	0	0
Gear box, axle	0	5	0
Service charges	3	15	0
Suburban garage at 7s 6d per week	19	10	0
	65	0	0

Similarly for the A.30:

	£	s	d
Tax	12	10	0
Insurance	19	4	0
Petrol, 4s 6d per gallon at 43.5 m.p.g.	51	15	0
Oil, 5 sump changes totalling 25 pints	1	15	0
Gear box, axle	0	15	0
Service charges at official rates	9	14	0
Suburban garage at 15s per week	39	0	0
	134	13	0

The cash cost has slightly more than doubled, but vehicle workers' working time has dropped by 34.5 per cent from 15.6 weeks to 10.2, in spite of the heavy increase in petrol prices. And it must be remembered that depreciation on the Ruby would have been around £40 during the year, against around £20 on the A.30. If depreciation is counted as a running cost, the drop is 53.4 per cent, from 25.3 weeks to 11.8.

This reduction in time to earn the running cost is a prime reason why people run small cars today who could not have dreamed of it in 1938. The other reasons can be summed up as welfare state, prosperity, security, football pools and a car on the books of the employing firm.



The position and the setting of the Antiblenda anti-dazzle lamp: an artist has put in the beam brightly, to show its shape

smooth shave when borrowed. It was not noisy, and was very easy to clean. Zip-fastening case, razor, battery box with mirror (but no batteries) cost £10 5s. The Philishave is made in Holland, and imported by Philips Electrical, Ltd., Century House, Shaftesbury Avenue, London, W.C.2.

Winking Bulb

A FESTOON bulb with a "winking" action, for fitting in existing Trafficator arms, is being made in Holland, and is imported by the Martin Agency, 43, London Road, Kingston-on-Thames, Surrey. It costs 5s. Its action for intermittent light is based on a little thermostat strip. When switched on, the bulb gives steady light for about 3sec, and then starts winking.

Anti-dazzle Light

A GERMAN invention for reducing dazzle at night is being marketed by Walters and Dobson, Ltd., Bailey Street, Sheffield, Yorkshire. It is a green lamp with fully adjustable mountings, and with

others do not. Each party has "boffins" on its side.

So the effects of the device under review are likely, in the same way, to relate to individuals. It is no mere "gimmick," certainly, but a serious and sensible device. At one time, a car manufacturer recommended leaving on the ordinary roof light at night. That was the same idea.

The price of the Antiblenda is £3 5s 6d.

Locker Lid Rust

RUST often develops around luggage and tyre locker lids when sponge rubber is used as sealing strip. For such rubber holds water, and can remain moist when the surface of the car has dried.

There is a better kind, called Rubazote. Each cell in the foam is not in communication with the others, so the material is not absorbent. It is highly weather-resistant, and it has a smooth, continuous surface. The Autocar has observed the material in marine use, remaining in good condition for years in a day-and-night out-doors position.

The makers are the Expanded Rubber Co., Ltd., 675, Mitcham Road, Croydon,

ACCESSORIES



A winking bulb for Trafficators

Shaving on the Wing

THERE is now a battery-driven model of the Philishave razor. It can be used either with its own torch batteries—which are claimed to work the razor for over three hours; or it can be plugged into a socket in place of some cigarette lighters, by means of a 6v and 12v adaptor, and run off a car battery. This adaptor costs 10s 2d. Cars with 6v systems, however, can use a simple fascia socket (3s 6d).

The razor itself has a head with twin rotary cutters, and one that had been in service some time gave the reviewer a

a body that is well made and plated: a device of good quality. Mounting is behind the driver, on a door pillar, and shining forward. The theory behind the device is rather startling to laymen. It is this:—

Eyes dilate, wide open, when driving by headlamps, which are a mere fraction of daytime brightness. The sudden bright light of oncoming headlamps catches the eyes wide open, and ultra-sensitive. Now, the soft green light under review is claimed to accustom the eyes to more light, without lessening their ability to see by their own headlamps; so that when another car comes along, they are less vulnerable.

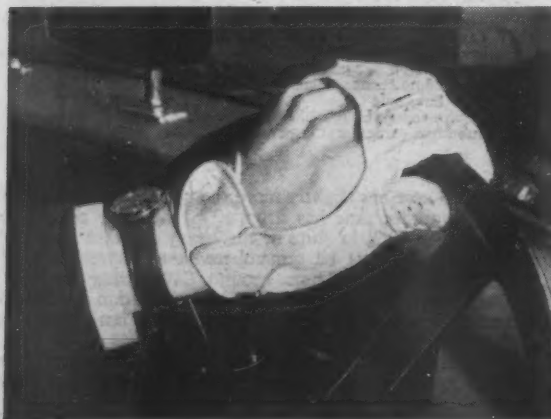
A tenable theory, for eyes see best on bright sunny days, when the perceived object reflects but a thousandth of the flood of light reaching the eyes from ground and sky. In no matter do people vary more than they do in vision. Some like and benefit very much from yellow night driving glasses, for instance, and

Surrey. Useful strips are G6 ($\frac{1}{2}$ in half-round, 1s 6d a six-foot length); G7 (similar, but $\frac{3}{4}$ in and costing 1s 10d); G12 ($\frac{1}{2}$ in round with a $\frac{1}{2}$ in flange, 3s 4d a length); and G14 (channel $\frac{1}{2}$ in wide with a $\frac{3}{16}$ th groove, for glazing, 2s 6d a length). There are other examples, some with fabric backing, and also sheets.

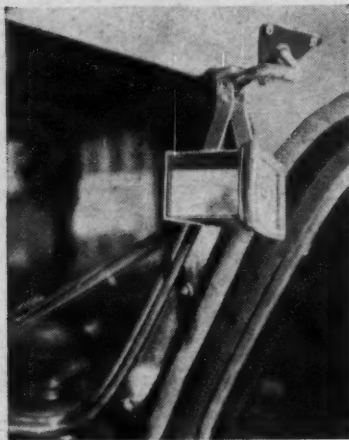
Sports Gloves

STRING backs are the usual thing for sporting drivers who want leather palms and a cool backing with them. A rival sort of cutaway glove is to be introduced by Dent, Allcroft and Co., Ltd., 18-19, Stratford Place, Oxford Street, London, W.1. The illustration shows the design. There are perforations in fingers and palms, the wrist strap is adjustable, and the leather is soft sheepskin, finished to a hogskin appearance.

These Reg Parnell driving gloves, as they are called, cost £1 9s 6d.



Driving gloves with perforations and open backs, and the Philishave razor. On the left is the battery case. The adaptor is in the foreground



This Swedish periscope-mirror is for drivers on the wrong side of the car. Right: A Dutch device for projecting headlamp beams sideways, and its effect at night



Continental Gadgets

A DUTCH firm is to introduce a device which collects light from the headlamps and projects it sideways, making it possible to see signposts, very sharp turnings, house names and other objects so often out of range of the normal headlamp beam. It is, in effect, a swivelling mirror controlled by a cable. When not in use it lies edgewise to the direction of progress. In parking places, it gets some protection from a curved guard bar.

Sweden drives on the left; she naturally has many of the usual left-hand-drive Continental cars, and so many Swedes have the same problem as the Briton abroad with his car. A mirror device called the Periscop has been introduced. The name, of course, describes the principle. It gives the driver—who is sitting on the wrong side—a useful view of oncoming traffic without pulling out too far from behind the vehicle he is following.

Batley Roofs

THERE is a new design of roof for the various Batley domestic garages. These are garages made in concrete sections, which can easily be assembled and erected by an owner, with the help of a friend or neighbour.

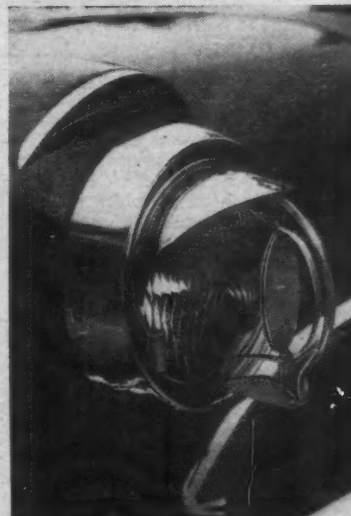
The roof is asbestos. The sheets are ribbed, to make them stronger and less plain when seen from the house. Their ends are turned down at the eaves, for extra weather protection. What builders call "barge boards" on the front and rear beams increase protection and improve appearance. The Batley does, indeed, look better with this new roof.

The makers are Ernest Batley, Ltd., Holbrooks, Coventry.

Engine Cleaning

A NEW engine cleaner called Jizer Soluble Solvent has been introduced at 2s 6d a tin by Deb Chemical Proprietaries, Ltd., Forfar Works, Belper, Derbyshire. As the odd-but accurate name implies, it dissolves oil and grease deposits, and is itself then removable with water from a hose.

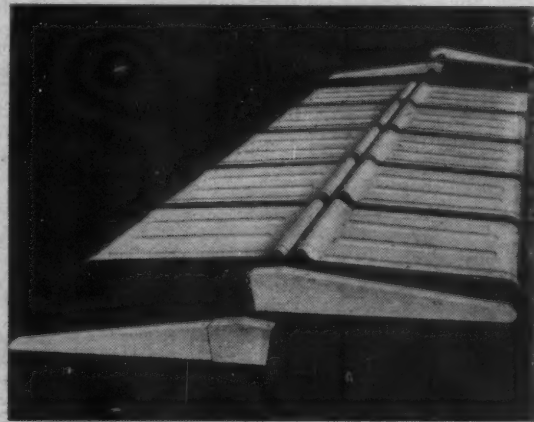
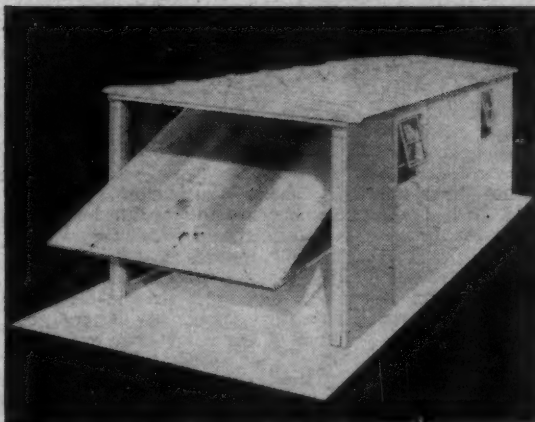
Tested, it was found to be a quick and thorough means of cleaning an engine. It was used with a stiff engine brush.



Working Gloves

THE old style of rubber gloves was rather baggy and clumsy. Modern ones are far better. The London Suregrip design introduced by The London Rubber Co., Ltd., Hall Lane, Chingford, London, E.4, seems to have good features. The

fingers are slightly curved and well-shaped, and the palms are not baggy. The outside has a rough, ridged pattern, and the inside has a "suede" finish, so that the gloves are not clammy to wear. The rubber seems very tough and not easily torn or cut. It saves the hands from burns in a careless contact with a hot manifold. The price is 4s 3½d a pair.



A builder's drawing of the new Batley garage roof, and its asbestos section:

Disconnected Jottings

BY THE SCRIBE

Barry Appleby drawings



Handling Qualities

Motion Study

THE importance of aerodynamics in aeronautical engineering is, of course, paramount, and it is encouraging to find that the motion of a car is being studied by workers used to research into plane behaviour. To be exact, it is the Cornell Aeronautical laboratory in America, which is carrying out tests for General Motors with a Buick, in an effort to improve handling qualities.

Series S

LIKE the Series S Bentley because it represents the utmost that automobile engineers can do in providing superlative travel in the light of contemporary knowledge. I use the word "travel" as opposed to "motoring" because I do not find that the two coincide in my mind. It seems to me that the Bentley is moving back again towards chauffeur-driven motoring, and that is not for me—yet. Let me explain.

The automatic transmission removes all necessity for concern with gear ratios; it is true that the facilities are provided for fiddlers and for emergency, but it is absurd not to take full advantage of these automatic transmissions. You move the Bentley selector from N into position 4 and the rest is throttle and steering, each silky, light to the touch, serenity-promoting; the car sweeps along at anything from nought to a hundred miles an hour (so I am assured; I saw 90 plus) in a silence that, even for the products of Crewe, is remarkable. I drove with a colleague whose voice is no stronger than mine—in fact, we are reduced to a croak very quickly if forced to converse for any length of time in raised tones—and we were therefore very impressed indeed by the ease of conversation in the interior. Very shortly I forgot all about the conscious side of driving and had to recall it with an effort even after I continued my journey alone.

So much is this express travel with,

as it were, an invisible engine driver, that it is necessary to remember that the laws of nature prevent one from taking corners with undiminished speed. Bentleys are deceptive; for quite a long time after taking one over the wise driver will keep an eye on the speedometer. That easy fifty is only too often seventy, though the brakes will take care of such misapprehensions.

In and Out

MY garage entry is a right-angle in a fairly narrow lane. I will not pretend that I approached it with equanimity, but I will boast that the car went round and in in one go, for the steering lock on the S series is quite remarkable; only the bonnet could be inserted in my garage unless I was prepared to spend the night in the admittedly very comfortable seats; I wasn't. The fool-proof door locking system is a good one, but the handbook is the easy way to understanding the method of working.

The next morning there was mist which froze on the screen and, in fact, about the most unfavourable conditions imaginable for such a car. Curiously enough, the last Bentley I drove experienced just the same conditions. As then, I found that, far from the fog causing any uneasiness, the car promoted equanimity. I usually switch the radio off in fog so that I can give the job of getting along safely the maximum concentration; I found that I could still enjoy the programme in this car.

Why, then, with all these things in its favour, do I not want a Bentley—yet? Because, I think, I know my nature well enough to realize that it goes to seed if left with nothing to do. My mind quickly descends to the broodingly introspective unless forced to concentrate on something. There is so little to do in driving the fully automatic Bentley that there is too much time to think; and personally, I don't want too much time to think. If, however, you like your own thoughts, have a natural inclination towards making little effort and a keen delight in the pleasures of this world, then I am sure that the Series S is just the car for you.

How much does all this sybaritic luxury cost in the way of petrol at 4s 6d a gallon—or 4s 8d or what have you? The Bentley owner probably does not mind, but the figure is of interest just the same. Over a good distance in gentle hands, driven so that the scenery could be enjoyed, the m.p.g. worked out at 18. Reasonable enough, I would say.



Comfortable

Forty Winks

"YOU lack that season of all natures, sleep," I wonder how Macbeth would have slept in a car? The promise of a nice snooze is often the only way of inveigling me from the wheel. One settles down comfortably and relaxes; the sounds of the road and the murmur of conversation in the car fade away into delicious semi-starlight and in their place comes the blue plush warmth of a private world, dimly comprehended by a drowsy brain.

Suddenly one's neck snaps backwards and the assurance that it is broken (at least) brings the sleeper to his full senses. The car is moving off from traffic lights. This happens two or three times, until sense gradually penetrates, and one moves round so that the head can rest on the seat back. Lovely and comfortable, this, but after a few minutes the vibration transmitted from the wheels makes one feel slightly seasick.

What about propping the head on an elbow lodged on the door sill? Ah, this is comfort at last, and one settles down to a nice long return to semi-consciousness. The drawback is that the arm, too, loses all sense of its duty, and with the numbness of sleep slips gradually off the sill until—bump, your nose lands on the Triplex glass of the rear side window. Oh hang, give me the wheel. . . . Wouldn't you like a snooze now?

With 'er 'ed tucked . . .

A WEEK or two ago I was talking about hallucinations. Yesterday this phenomenon reared its head again in a distinct form. We were travelling downhill towards a zebra crossing when a figure appeared to step out of one of the stripes right in the centre of the carriageway. My passenger and I spotted her at the same moment: a lady wearing a sandy coloured coat and hat; it was a wet night, the street lamps mercury vapour. The pedestrian walked off, quite oblivious of the fact that she had been invisible within yards of an oncoming vehicle.

27 JANUARY 1956

The Autocar

Firestone

Town & Country

(ALL SEASON)

FOR EXTRA WINTER SAFETY



The
Rear-Wheel Tyre*
for
All Seasons—
All Weathers

Winter motoring requires rear wheel tyres which will grip in mud, slush and snow, give non-skid safety on wet and greasy roads and yet be so smooth-riding and quiet that they are ideal equipment for all seasons. The tyres specially designed to do all these jobs are Firestone Town & Country (tubeless or tubed). They will give you long trouble free mileage all the year round and they are of special interest also to the estate car and light van owner.

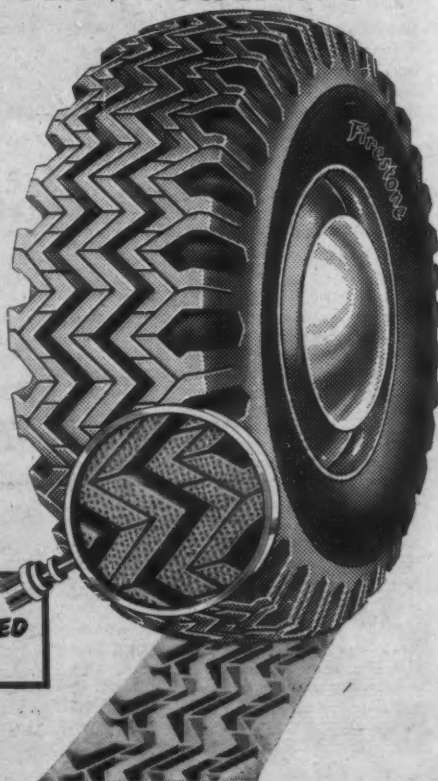
* For front wheels fit Firestone De Luxe

Experience Counts—

27 Factories throughout the world. Firestone total sales exceed £1,000,000 per day. Firestone Tubeless tyres have been proved in service since 1951 and production today exceeds 1,500,000 per month.

WITH
WEATHERISED
TREAD

Firestone TYRES — consistently good



13

THE SOLEX FLOAT CHAMBER

for the stable control
of the fuel supply

SEE HOW A SOLEX HELPS YOUR CAR

HOW IT WORKS The fuel level in the float chamber (Fc) is the basic fuel control element off which the various carburettor circuits function. In particular it controls the static head on the main jet (See Number 4 of our series), and the level of petrol in the spraying well (Number 3 of our series).

The level of petrol in the float chamber (Fc) is controlled by means of the fuel pump, the float (F) and the needle valve (NV). The correct setting of the level is provided for by the weight of the float (F), and the location of the needle valve (NV) in relation to the various circuits in the main carburettor; the thickness of the washer (Fw) under the needle valve (NV) is used as the final element to give the exact level required.

A number of different float chamber layouts exist to respond to

this is the thirteenth of a series of fourteen explanatory advertisements
(Copies of the first twelve are available on request)

different vehicle requirements, and two of the commonest are illustrated below.

In Fig. 1, the needle valve (NV) is sited directly above the float (F). In Fig. 2 it is offset, and float movement is transmitted via float toggle (Ft). Both methods give positive and sensitive control of the incoming fuel from the pump, and ensure a stable petrol level.

Float chambers may be vented to atmosphere (Ae, Fig. 1), or into the air intake (vt, Fig. 2). Each system has its advantages, but the tendency is to adopt the internal venting as often as possible for reasons of dustproofing. Due to the differences between atmospheric pressure and air intake pressures the system chosen has an influence on the main carburettor setting, and this is taken into account in each particular case.

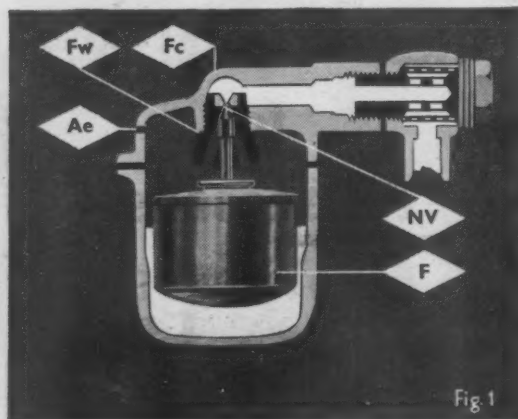


Fig. 1

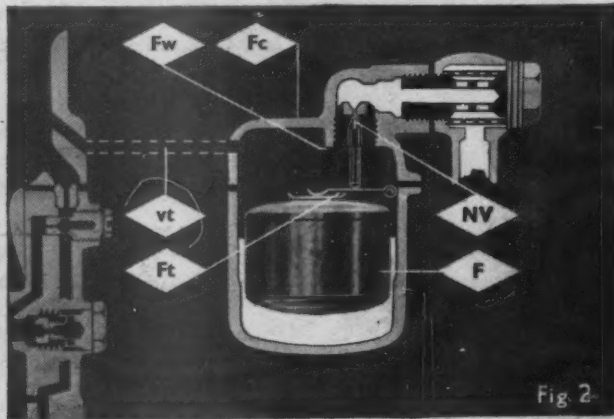


Fig. 2

You're better off with a Solex because:—

Each phase of its design automatically ensures the accurate supply of petrol and air required by differing engine demands, BUT you can't get the best out of your Solex if it is worn. Our pamphlet 'Your Carburettor' explains why.

How to obtain a current design Solex carburettor:—

Complete the coupon and we will send you full details of our Reconditioned Service for Solex equipped cars, together with any published leaflet on the type we specify.

Our Exchange Service offers a reconditioned Solex, guaranteed equal to new, for cars with a post-1935 Solex—the old carburettor being taken in part exchange.

For cars with a pre-1936 Solex or not at present Solex equipped, new carburettors are offered at an attractive price with an allowance for the old model when surrendered.

the service carburettor

SOLEX

for every make of car

● post this coupon today

Solex was there

1927

First aerial crossing of South
Atlantic. Cotes and Le Brix in a
BREGUET

1955

Sestriere Rally
1st **LANCIA-AURELIA**

To Solex Ltd., 223-231 Marylebone Road, London, N.W.1
Please send me your pamphlet Your Carburettor, also details
of a Solex to suit my car and a list of Solex Service Stations.

NAME _____

ADDRESS _____

CAR _____

YEAR _____

H.P. _____

CARBURETTOR NOW FITTED _____

A.13

Quote letters and numerals on Float Chamber or rim of air intake if a Solex



Ken Carter's Aston Martin leads Henri Marang's DS19 down the mountain near Grenoble on Monday evening

MONTE CARLO 1956

THRILLING CLIMAX AS R. J. ADAMS WINS GREAT RALLY: SUNBEAMS FOURTH AND TENTH, STANDARD EIGHTH

THE old order has changed for the Monte Carlo Rally. New routes, new names... the Col des Lèques has gone and this year competitors are talking of the Col du Granier, the gorges of the Bourne and the Col de Rousset, three crucial parts of the special test from Paris to Monaco, lying between Chambéry and St. Dié, over which category 1 cars (normal saloons) had to average just over 33 m.p.h. and category 2 (*Gran Turismo* and modified saloons) just over 36 m.p.h.

Unfamiliar road numbers were sought on the sometimes faded signs of the French Alps—N512, three-figure and only just scraping into the Routes Nationales category; D6 and D103, roads which the high summer tourist from Britain eyes doubtfully, but which were tackled by the competitors during the

Victors—Ronald Adams, Derek Johnson and Frank Bigger. In the background, the Jaguar



First afternoon—Sarayac's Solmsen leads the way into Grenoble



night of Wednesday, January 18.

But that is getting ahead of the story, which began at half-past twelve on the morning of Monday, January 16, in Athens, when sixteen starters left for Yugoslavia, Austria, Germany, France and Monaco. The 26th Monte Carlo Rally had begun.

By daylight the other contingents were also on their way—from Rome, Paris, Lisbon, Glasgow, Munich and Stockholm, converging by devious routes on Paris, thence to travel together over the route to Monaco which formed the first of the two special tests on the road section.

The weather—all-important in a rally such as this—was reasonable in Greece; rain and snow near Larissa, and snow over the border in southern Yugoslavia. In Rome it was dry, the rain being confined to the Apennine slopes; Paris was wet and chill, Lisbon was also wet, but mild. In Glasgow it was mild and dry



MONTE CARLO 1936...

Top: Night in Le Puy—Tuesday—and Burgess' Austin checks in at the control

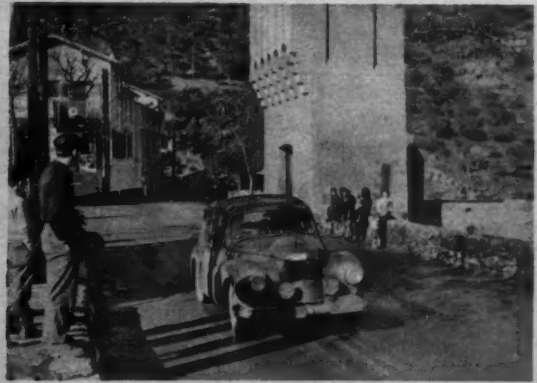
Right: Back to the "main" road. Where the execrable D103 rejoined N518



Left! Grand finale to a desperate night (Wednesday) at the summit of the Col de Rousset
Left, below: New routes for old... the gendarme firmly turns Cotton's Panhard and Pat Moss' A.90 from the old road to Castellane
Right: A Frigate passes through the rock gates that lead ultimately to the Col de Cabre



Sun and shadow on Nairn's M.G. and Tak's 300SL in the Var gorge on Thursday afternoon. Below: Peter Harper's Sunbeam on the last lap through Entrevaux in the Maritime Alps. Bottom: Double hazard—bend and lorry—for Haarla's Finnish Alfa and Nellenman's Danish Ford in the Var Valley



and in Munich it was clear and cold—41 deg F. In Stockholm, most northerly starting point, the mercury was down at 25 deg F and a skittering of snow was falling. There was fog in Central France, where the low pressure gave place to high, and rain was falling in the Massif Central, eroding the dirty remains of the last snowfalls. Monte Carlo smiled beatifically in the Mediterranean sunshine, like a rather faded grandmother awaiting the arrival of her grandchildren on Thursday, January 19.

One Greek starter had retired by Skopje and, in spite of good going over clear roads in the west and firm snow in the north, Lefas-Tetenes and Alexiou were nine minutes late when their Siata arrived in Belgrade. Thence they all travelled via Zagreb and into Austria, where they would pass through Klagenfurt at tea-time on Tuesday.

Back in Rome an ominously numbered thirteen starters had headed south-east towards Naples at nineteen minutes past three on the Monday morning. They made the circuit of southern Italy, passing through Bari and Pescara, and encountering the unsavoury adventure of pilfering. Merrick and Grant's Riley was robbed of a spare tyre and Louis Chiron, Montégasque ex-winner of the rally, was relieved of £120 at a filling station: "Everything fine," he wisecracked at Padua, "except my pockets, which are empty." There had been fog between Rimini and Padua, and seven of the thirteen failed to report. As Léon Coulibeuf and Jean Lamaitre brought their Alfa to a stop in the Padua control it was 10 o'clock on Tuesday morning;

Sala and Humet from Spain followed them with another Alfa, and then came Gregor Grant and Cliff Davis in an M.G.

Paris starters linked up with the Rome contingent at Rimini, so the journey from Paris to Paris was neither so short nor so easy as it sounds. Down the main road to Grenoble there was nothing to it except a little fog at Bourg-en-Bresse, to the south of which the weather was mild and dry. But after Grenoble the cars climbed up into the Hautes Alpes, leaving the control in the late afternoon—the crowd was considerable for a Monday—and soaring up, hairpin by hairpin, on N85.

It was a stirring sight and sound in the winter stillness. Roger Canis' 2-litre Renault was first along, then came the throaty note of two 2.3-litre Salmsons, those of M. and Mme. Langlois, and of Sarayac and Buchet. The sound was thrown back from peak to peak, and after it had died the comments of some woodcutters, two miles away across the intervening valley, could be plainly heard.

By contrast, Citroen DS19s came up in a surge of comparative silence, two litres of uncanny roadability. Pierre Rozé and J-F Dubessay were sending theirs along the straight at 80 m.p.h., and one wondered how this model would fare in its first Monte Carlo. Towards Gap the rain began to fall; the control was muddy, slush from snow-heaps adding to the general wetness. The Monday night was spent following N94 down the valley of the Durance into Briançon, thence climbing the Col de Gênevrière into Italy and the control at Moncalieri. They

were in Piacenza around 2 a.m., in Rimini by daylight. Pilgrim and Hunteridge (Jaguar) described it as a good run, Bewley and Webb, Irishmen in a similar car, said that ice had dictated continual wariness.

But what was happening in Spain, across which a big contingent was heading from the popular starting point of Lisbon?

In the early half-light of a wet Monday morning the cars had set out from the headquarters of the Portuguese Automobile Club, the streets being still comparatively empty. Their journey across to Madrid and northward to San Sebastian and the frontier was easy—so far as the set average speed was concerned—but rain fell heavily and continuously. Groups of cars sped along the indifferent roads shrouded in spray. Many of the red rally plates on the fronts soon became denuded of their paint, the familiar shape remaining as the only identifying feature.

Customs formalities at the Portuguese-Spanish frontier were non-existent, the cars passing straight through without halting. At the Spanish-Portuguese frontier post catnets and passports (which had been sent on ahead from Lisbon) were returned and the cars sped on after a halt of only 30 seconds or so. Between Lobon and Merida there were floods, and the heavy rain had washed away parts of the road. As evening fell at the end of the first day's driving, most of the crews found they had enough time in hand to stop outside the Madrid control and kill time, though a few regretted having done so as the town's dense and disorderly traffic killed a lot more! Throughout the journey across Portugal and Spain the friendly attitude of the population was splendid; elderly country people, huddled under umbrellas and mounted on slow-moving donkeys, would give the rally cars a wave.

As they splashed their way towards Burgos crews with wireless sets listened to the B.B.C. broadcast at 10.20 p.m. about the fortunes of competitors from other starting points... Reg Harris was out with transmission trouble... a Glasgow starter had had the bad luck to collide with a lorry only 500 yards from the starting point. Weather reports were carefully listened to; there was no threat of frost or snow, so perhaps the Massif Central would not be too bad. These pieces of information, culled from a world that was not boxed within the four sides of a car, were relayed to an interested audience—whose cars had not got wireless sets—at Burgos, the next control.

Between Vittoria and San Sebastian, extensive road reconstruction on a twisting and long descent provided the first hold-up. It was noticeable on this stretch of road how well the small Continentals rode, particularly the Swiss-entered Renault of Ziegler and Willemin, which hurried over the atrocious surface at un-reduced speed, passing many cars whose drivers were picking their way round potholes.

So across the frontier and into France—third country visited and the start of the second day's driving. Here a careful check on average speeds was maintained by every crew. So far, weather had been good and there were no reports of ice or snow. The rally road section would not be difficult, so it was presumed that secret checks would be enlisted to assist the organization in their job of eliminating the less meticulous drivers. Speeds in built-up areas, too, were carefully watched, as here lay another means of allotting penalty marks. France's attitude

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Exhalations of Wednesday night rise between the gorge walls of the Veyron as Marion's DS19 speeds south

to the rally was even better than had been that of Spain; crowds lined the streets in every town.

As the countryside became more mountainous and the roads twistier, the times allowed between controls seemed less and less generous. From San Sebastian to Auch—which included a ten-minute allowance for the Spanish-French customs formalities—the timetable allowed no delays; instead of arriving long before their scheduled earliest time, cars began to reach the controls well towards their late limit.

From Millau to Aurillac was even tighter, but not enough to cause loss of marks, and the Lisbon contingent continued intact. Gerry Burgess (Austin A.90) had found that the San Sebastian control had forgotten to stamp his road book, which meant, so far as the Monte Carlo organization was concerned, that he had not visited the control. Hurried telegrams and telephone calls to San Sebastian and Monte Carlo went some way towards sorting things out; despite these precautions, however, he was listed at the subsequent Paris control as having retired. Fortunately the matter was eventually straightened out.

The early fortunes of the Glasgow starters were related in last week's issue. At Boulogne they had been joined by those from Munich, who had left the Langwiedersee rest-house at the civilized hour of half-past twelve noon. Appropriately enough, the Becker brothers, in their scarlet 300SL Mercedes, had been the first to be signalled away by Sportpresident Count Sandizell. Estager and Carpentier were the only non-starters; Estager was taken ill in France with suspected food poisoning from *bouillabaisse*. Starting in their second Monte Carlo were Don Dellling and Ken Shorter, from the U.S.A.—in a white XK140 Jaguar fixed-head. No one had any difficulty with schedules along the *autobahn* except, of all people, Yves Giraud-Cabantous, the racing driver, co-driving with André Aury in an Aston Martin DB2; they missed a crossing and arrived in Stuttgart nine minutes late. Those wily veterans Schwind and Gutbrod had a tape record of the tough mountain section between Chambéry and St. Dié, but it did not get their B.M.W. into the first twenty at Monaco.

The rally, of course, had its usual side-shows. The big Munich crowds were vastly interested in the new 1100 Czech Skodas, a well-equipped team, and a nation of watch and clock makers could not help but admire the arrays of watches and average-speed meters that are the *sine qua non* of modern rallying. Frau Christel Meinecke, driving with Frau Thourer in a Fiat, was devastated because her mascot terrier Fritz had to stay behind.

Schwind, who is a doctor, rushed to the control from an operation at his Koenigstein hospital and Helm Gloeckler left his passport at home. He collected it at Stuttgart, where the check point at the Hotel Eiss was in the control of Prince Urach. Late Monday night the cars were over the French border in Metz, and they made their way along the Belgian border to reach Boulogne in the morning.

From the far north the Scandinavians and others were making their way south. Sixty-four of the scheduled 76 had left Stockholm, the first being a Finnish Peugeot 403; the smallest of them all, a two-stroke 293 c.c. Goggomobil driven by the Netherlands van Dongen and Schroder, failed to start. The two Sunbeams of Peter Harper and Sheila Van Damm left together; Miss Van Damm reckoned that the northern route was the easiest this year because of the absence of

Curtain call — the Mediterranean sun floodlights Sheila Van Damm's last rally appearance

Gatsonides and Becquart's Vanguard III nearing Puget Théniers on Thursday morning



mountains, a view shared by Ken Whar-ton, who was driving an Austin A.90 Westminster with Gordon Shanley.

On Finnish cars a new type of winter tyre could be seen, consisting of cylindrical studs about a quarter of an inch in diameter and half an inch high, arranged in a close zig-zag round the tread. Naturally the Haldal speed pilot (see January 20 issue) was much in evidence at Stockholm, being a Swedish device. Over roads with ice patches and remains of snow the competitors headed due west for Oslo, which they reached as the darkness came on Monday night. At Halsingborg, twelve hours later, they took the rolling and pitching ferry from the southern tip of Sweden into Denmark, by which time a Jaguar Mark 7 was missing (Swenson and Berge) and van Lammern and van Voorden's Lancia was battered and late, having been ditched. Joy Cooke complained of wind-screen wiper trouble on the Zephyr and Nancy Mitchell of a defective heater in her M.G. Greta Molander grinned and said that she had had a good sleep! Rain and gales had supervened between Goteborg and Halsingborg, but good weather was reported over Denmark. The daylight of Tuesday struggled through the grey.

Now the routes were linking up in various parts of Europe. Glasgow and Munich had joined at Boulogne in the early hours; Rome and Paris had linked at Rimini at daybreak. By teatime at Klagenfurt they were joined by Athens, while late Tuesday night Aurillac, in south-west France, was to see a grand convergence of Lisbon, Glasgow and Munich. But meantime the Scandinavian contingent continued on its solitary way, for it would not join up before Rheims, a mere hundred miles from Paris.

Across Northern Germany the weather remained fine and cold and there were few

penalties. Mattock and Barber's Jaguar crashed near Odense and tried to carry on but failed, so both the Stockholm Jaguars were out. But the chief Jaguar hope was Adams from Glasgow, whose fearless handling of a Mark 7 had been so impressive round the Monaco G.P. circuit in 1954. Late on Tuesday night, in streaming rain, he gave a cheery wave and a pip as he unhesitatingly took a left-hand right-angle at which all too many went straight on to lose time—just out of St. Julien Molin Molette, east of Le Puy in the Massif Central. Small boys had yelled "Tournez à gauche" up to midnight, when, wet to the skin, they made their way home to the wrath of *Maman*.

That was after Le Puy, where the snow can be heavy and the route ahead difficult. This year it was different. On a mild dry night with a crescent moon setting away to the west it seemed that the whole town lined the chestnut fencing on either side of the wide, downhill Boulevard de Maréchal Fayolle. The crowd must have numbered 5,000 and the excitement rose towards nine o'clock, soon after which the first concurrent was expected. Two pairs of yellow lights streamed down the hill, a battery of four brilliant floodlights was held high for the control officials, and the two French-driven Porsches focused the communal gaze. The crowd surged. "*En arrière*," urged the police.

And then DS19 number 98 came down the hill, driven by Roger Marion and Maurice Peyrot. The crowd broke loose, whistles shrilled and horns screamed. A great press of people surrounded this latest product of France's autocratic manufacturer and it was only with great difficulty that the car was got away. The crowd fell good-naturedly back, and after that settled down to enjoy and criticize. Jean Dellièvre urged his Salmon out



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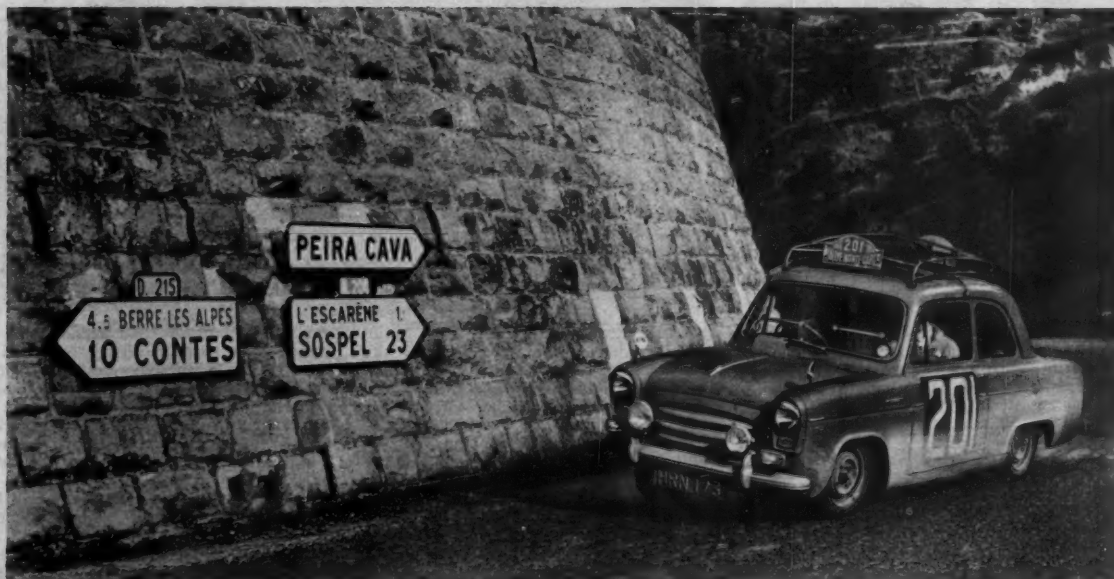


Left: Burgess, in his Austin, wastes no time in descending to the control outside La Turbie. Below, left: Sarayoc and Buchet force their 2.3 Salomon past Roque's Lancia at the very top of the Col de Turini. Below, right: No time was lost when Mrs. Cooke and Mrs. Hamilton took their Zephyr into the Luceran control on the mountain circuit. Below: Bebis pressed on from Turini in the Fiat while Marang finds a glassy patch and shunts mildly behind him.



Left: In the queue for the braking test above Monte Carlo are Warren and Wilson's Riley, Adams and Bigger's Jaguar, Auriacombe's Panhard, Merkle's Studebaker and Saiz' Simca

Right: Already the favourite and leader at the start of the day, Adams takes his Mark 7 down the Col de Saint-Roch for the second time



Above: Cuff and Fleuriot going well in the Anglia near l'Escarène
Left: Early arrival at Monte Carlo, the Fabregas Bas 300SL approaches La Turbie on the last day
Below: Soon to be inverted, the Sears and Scott-Brown Austin is here making good time over the snow





Largest car in the rally, the Swiss-driven Ford kept going in spite of a remarkable wheel angle, assumed during the last few miles of the mountain circuit

Below: Capravesnes' D519 negotiating the lacets between La Turbie and the brake test

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against the press, Easton and Garnier slipped through on their ill-fated journey in the A.C. Aocca.

Soon cars were climbing up towards Yssingenx, and the night was made golden by head lights weaving to and fro towards the sky. The speed was very high indeed, drivers making the most of the easy conditions, but as brake lights glowed relentlessly at corner after corner one wondered about that last test on the way down into Beau Soleil at the back of Monte Carlo. Would Merkle and Pottier, for instance, doing 70 m.p.h. between bends, have enough lining left on their big Studebaker? Mesdames Bagarry and Rosetti, 747 c.c. Renault-mounted, proceeded more soberly, buzzing along at a steady speed just high enough to avoid violent braking but getting along just the same. Later, in streaming rain, Miss Pat Moss and Mrs. Johns could be followed at a similarly high but steady pace in their Austin Westminster, down into Bourg-Argental. Miss Moss had been worried about a non-charging dynamo in Madrid.

Over this part of the route there were alternatives, though it was easy to go adrift from the one chosen. Kemsley and Fotheringham-Parker's Ford Zephyr overshot in Montfaucon, reversed in time and went left. The *gendarme* was non-committal, for he did not know which route they ought to have taken. Later, at



that delightfully named St. Julien Molin Molette where Adams did right, White and MacAdam did wrong by their Jaguar, hurtling straight on down a D road and disappearing into the night. Or did they mean to go that way?

At midnight on Tuesday the rain was falling softly in Bourg Argental and the cobbles shone wetly. The solitary *gendarme* cast a short shadow and a long reflection; three silent figures watched from a wrought iron balcony. The rally was nearly two days old and there were a

day and a half of road section still to come. Over, then, to Vienne, for the first minutes of Wednesday morning, where fog helped streaming rain to obscure visibility, but where the floodlit towers of the church managed to stand out in crisp beauty above the hubbub of the control. Three sections seemed well on their way to Paris, down here 20 miles south of Lyons... except that the route still lay through Besançon and Strasbourg; the long way round, as you might say.

With the Massif Central behind them, it was only the cripples that had difficulty in maintaining the set average speed to Paris. A choice of roads from Vienne led to some confusion; the faster and shorter route was not the one selected by the organizers, however, and the by then familiar strings of red arrows pointed along a minor road to Crémieu and an ill-signed crossroads where several cars got lost. Lagnieu, Nantua, Arinthod and Orgèlet—small towns dotted along small roads; at Lons-le-Saunier, Routes Nationales replaced the little roads and the cars settled down to a steady and smooth 70-and-more m.p.h. for Strasbourg while off-duty crew members were able to sleep. A route control at St. Dié ensured that the correct route was taken to Strasbourg.

In the meantime the Athens, Rome and Paris starters were following that track



Jaguar Number 164, Adams at the wheel, whips round on the ice at the top of the Col de Turini



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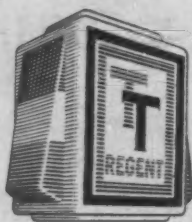
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MONTE CARLO 1956

through Munich, Stuttgart and Metz which the Munich starters had beaten for them 48 hours before. It was only just Wednesday morning when they passed through Munich, and they had run into their worst weather to date between Klagenfurt and Salzburg. Sheet ice sent the cars slithering and steep hills were negotiated—up or down—only with great difficulty. Jean Lucas and René Mayeras ran into a deer near Salzburg and slightly damaged their DS19; Michelet and Courmont were less lucky. Their Salmson crashed near Augsburg and was too badly damaged to continue, though they were unhurt.

Fog banks added to the chaos of the ice on the *autobahn* and Vincent and Serve had amassed over a thousand penalty marks. They called it a day at Stuttgart, and who shall blame them?

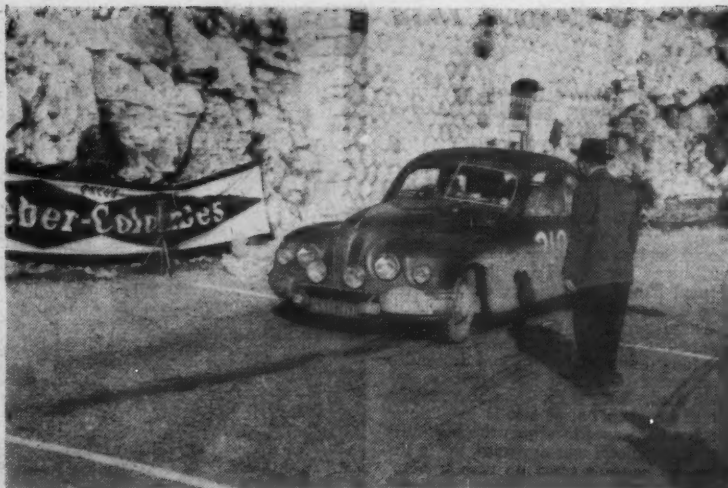
By noon this contingent was between Metz and Rheims, reaching the latter in the early afternoon and heading off for the French capital. Behind them came the Lisbon, Glasgow and Munich section, their passage through Rheims taking the clock round to dinner time—for those who do not drive in day and night rallies! And at last those men from the north—and the potential winners of the Coupe des Dames also—took their station astern of the rest, passing through Rheims and reaching Paris towards 10 p.m.

The streams had reached the confluence, the great rally was complete. Of the 308 starters, there were 272 left for the special section down to Monte Carlo, and of those only eight, after all, bore penalty marks.

And so they came to that stringent test of which they knew very little until the black-and-white information cards were in their hands. Seven sectors . . . high speeds . . . permitted delays in minutes only. . . . Like the old Biblical characters, they girded up their loins, took N7 from the control in the Avenue d'Iéna to the obelisk at Fontainebleau, and thence sped down the main roads to Chambéry, that rather pleasant mountain resort south of the more famous Aix-les-Bains of Stanley Baldwin fame. That was all simple enough, though Parisian rush-hour traffic had been hard on the earlier ones away, and night fog had troubled all of them.

And yet night was, in a way, a blessing on sectors two and three, for it is possible to drive on narrow, unguarded cols by night and not feel the vertigo of great heights unless the head lamp beams happen to reach out over a gap and hit the neighbouring mountain half a mile away across nothing. Or unless you look over the edge and see the star of a solitary cottage window a sickening thousand feet below. For out of Chambéry they climbed the Col du Granier, steep and rough, very narrow and with nominal guard rails where the drop down the cliff-like rock wall was too dizzy to contemplate. Low cloud rose between the layers of pine trees to wrap round the cars in the form of fog, and the 33 and 36 m.p.h. averages began to look desperately fast; they were.

The road sliced through one watershed after another and then widened for the descent. But the favour was derisive, for half-inch stones were plentifully strewn all over the surface and had a ball-bearing effect between tyre and road. Then it narrowed again and struggled through the Gorges d'Entremont, fighting for the available space against the mountain tor-



Meredith-Owens' Bristol stops accurately in the acceleration-cum-braking test

rent that ran alongside, occasionally vividly lit by the swinging beams of the lights. The rock wall was hewn out overhead so that the cars ran in three-quarters of a tunnel, screenwipers working against the great drops of ice-cold water welling out of the soaked rocks.

It was pure Gustav Doré, and even when the open valley was reached again there was still no respite, for the road continued to twist and turn, and if natural hazards did not snatch at a wing or loose the grip of a tyre there was always the chance of a protruding baulk of timber from the many Alpine sawmills in the neighbourhood.

The route card is very casual about all this. "Col du Granier," it remarks coldly, followed by a string of villages. "Col de Cucheron, Col de Porte. . . ." Well, out of those only the Col de Porte had any air of peace about it and that was because the snow lay deep and crisp

and even between the pine trees, giving a suggestion of *Stille nacht, heilige nacht*. . . . Even so, competitors could extract no joy from the scenery; there was always the light of a faster car thrusting up from the slopes below, wanting to overtake in the incredibly difficult terrain.

The section was, indeed, chosen with rare ingenuity. After winding the car through sector one there was a respite through Grenoble out to Sassenage. And then it started all over again, but this time with wider sweeps, wider bends, tempting the driver to overdo it in relief from the tight stuff he had left behind. Such motoring is hard work, the man at the wheel, sweating on a night when the temperature is below freezing point, wondering irritably why his companions object to open windows. And then, just as the new technique was becoming second nature, along came another tight gorge—the Gorges de la

Having arrived at the control near La Turbie as a three-wheeler, the Standard of Brooke and Hardman receives support on the fourth corner



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Bourne—and towards the end of them a road sign pointing to D103. And if navigators felt that that was too much to ask, the red directional stickers of the rally itself had been arrayed at the base pointing firmly to the left. D103 it had to be.

And that, for the space of a kilometre or two, was more of it only more so, though at last the valley opened out and N518 was joined. To most drivers it seemed like coming up for air after too long under water.

There remained the Col de Rousset before Dié, climbed reasonably in second to a long tunnel at the top, and descended in a series of fantastic squiggles to the main road. This is mostly a brake tester, for in between hairpins it is possible to reach a high speed. Again the ingenuity of the organizers was apparent, for in the dark the hairpins came up with unnerving suddenness and the linings paid the penalty. The splayed spot lights on many cars were a great help.

Daybreak Thursday. The Col de Cabre was this year free of snow, though ice had to be suspected, especially as the sky cleared before dawn, letting the warm air up out of the valleys and replacing it with the icy stuff from the snow-capped Alpine peaks. Yet the mercury did not drop quite low enough, except towards Barreme, where Laurent and Darnet took an alarming slide in their Fiat; Tommy Wisdom's Standard Ten, following, did not repeat the performance, but Rodolphe Leclercq's Panhard did. The rally began to take on a more customary air, one of relaxation, typified by Miguel Soler's lolling head in the passenger seat of the Spanish-owned Lancia. At the familiar sign by the bridge over the River Asse, "Nice par Castellane," a *gendarme* firmly directed the competitors to the left along the alternative N207.

The morning grew lovely and the sun warmed the air and blued the lake beyond St. André des Alpes. Adams' Jaguar, all intact as it was at the end of the Rally, went speeding by, heading for Entrevaux. Vard and Jolley's Jaguar kept station with Cooper and Kimber's Vanguard, and it was evident that, on this section, time could be got in hand. Burnett and Dalglish's Vauxhall Cresta was proceeding on its haunches, the back suspension having gone. Handley and West halted their Zephyr at a garage for petrol and a brake test, and a Dutch-owned Alfa had the brakes adjusted, ignition checked and a good clean-up. The pitwork at this particular garage was up to British Grand Prix standard, if not German. Alfa 225 also had the routine (Ubezzi and Dollin-About), but Baumert's D.K.W. was content with petrol. The two Richardsons in their Zephyr were satisfied with their run, but described the mist as "too thick to see the edge" of last night's precipices. As they dozed for a minute or two in the sun by the roadside, two French police peered in to investigate. Pousek and Cizkovsky's Skoda from Czechoslovakia sped steadily along in the sun towards the south, curtains drawn in the back window to screen a sleeping passenger.

Where the Var narrows and the grey volcanic rock points high in the blue, just north of Plan du Var, Sheila Van Damm came by, team and car looking as fit as ever. Olof Persson screamed his Porsche to a standstill at the control on the long straight where the valley of the Var



Americans Nuthall and Albrecht (XK140 fixed-head) in Entrevaux on the final morning of the road run

opened out into a plain. "Come on," said Joy Cooke crossly to her passenger as the latter fumbled the road book.

One kilometre down the road from the control competitors turned left on to another D road, a sort of last-minute joke by the organizers, for this is a winding minor road climb which, cutting through to La Trinité, opens the way—a back way—to La Turbie and a first sight of the grey-blue Mediterranean. Here, at nine o'clock on Thursday morning, as the early sun battled with cloud brushing over the Trophée des Alpes, the 300SL Mercedes driven by Fabregas Bas and Basadonna burst out on to N7, roared into the tiny village square of La Turbie and was gone again.

Silence returned and another long wait preceded the urgent musical arrival of Boillet's Alfa, high-pitched klaxon sounding almost continuously through the curves. Similarly, Mourtzopoulos raced by in his Fiat. Though far out in front of the pack, and themselves spaced out, these three were really making time.

The little groups of villagers, growing through the morning, could scarcely read the numbers, and *marques* were hard to identify with paint-stripped plates and divers equipment breaking up familiar profiles. All the cars had lost their colour; they were just light-muddied or dark-muddied.

A grim Burgess headed the British contingent in his A.90 and soon after him came Merrick's Pathfinder. The flow of cars from Rome, Paris and Athens became more regular, and it was not long before a queue had formed for the braking test a few kilometres beyond La Turbie, at the point where the Mont des Mules road begins its descent to the wedding cake town below. For many, the last *en route* control, immediately before the test section, provided a dress rehearsal. Late recognition of the control signs, and the hurry to keep within the difficult schedule, led to numerous screeching halts on the steep slope.

Most spectacular arrival was that of Leslie Brooke and Charles Hardman in their wee Standard. With only seconds to spare, and realizing that a rear wheel was collapsing (they had already had a front

one do likewise), they nevertheless pressed on for a final kilometre. As they reached the control the studs (with nuts still on) pulled through, the wheel folded under them and they slid helplessly on for perhaps a hundred yards, miraculously missing the line of parked cars. An uphill sprint by the passenger saw them clocked in on the final dot. Many ready hands picked up the back of the car while studs were straightened and a new wheel was fitted.

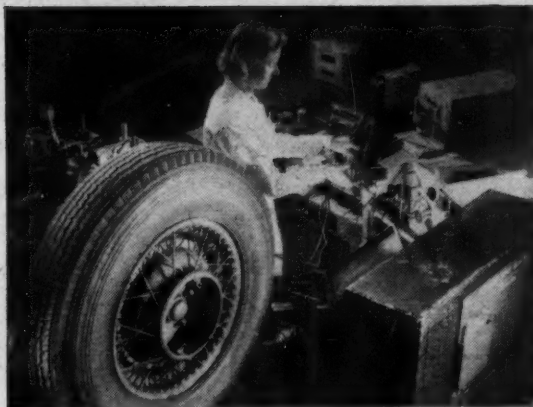
By midday, warm sunshine removed jackets and pullovers in the waiting line of cars. Tense, grim-lined faces, many belonging to the Glasgow contingent, relaxed into grins behind cigarette smoke and soon the British participants had conjured up an infectious holiday spirit which was reflected back at them by the glittering harbour and its white yachts hundreds of feet below.

For some, the downhill braking test was a quite leisurely procedure, while for others it was a three-quarter minute dice. Crossing the line to a flying start, and watched by a controller and the two red eyes of the Longines timing device, each car went at once into a left-hand hairpin followed by some 500 metres of gentle curves. A right-hand hairpin came next and a straight of about 400 metres was terminated by two white lines, the first watched by more red electric eyes. The front wheels had to cross the first line, but a large penalty would result if the second line, a car's length ahead, were cut by any wheels.

The test clearly showed which cars still had good brakes—and how much the drivers trusted them. Early arrivals, who had gone straight through without a cooling wait, were at some small disadvantage. Several later cars reached the first control with smoking drums and oil oozing from the front hubs. For them a rest in the queue was very welcome and there was time, too, for brake and tyre pressure adjustments.

A French Porsche from Stockholm put up best time with 41 seconds. Becker's 300SL and Adams's Mark 7 tied second with 42.3 seconds. Good times, it seemed, were more a matter of acceleration through the test than deceleration at its

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It was from Herbert Frood's experiments with laminated belting that the modern brake lining was evolved and the great Ferodo organisation founded. All major developments in brake lining technique have been introduced by Ferodo Limited.

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WINTER GRADE

finest
petrol

in the World

MONTE CARLO 1956

end—so long as one had brakes at all. Some drivers used low gears to help them slow to a stop; several locked their front wheels in a long slide down the slope (Simcas especially), while soft-sprung cars, like Vanguard IIIs, energetically nodded themselves to a standstill.

A last control intervened to check the time taken over this final special section and then the weary cavalcade toured down into Monte Carlo, the police directing at every turning and authorizing short cuts on the wrong sides of islands and lamp standards. Woe betide the pedestrian or non-competitor who got in the way!

Beyond the *Arrivé* arch, on the harbour front, scrutineers waited to check that seals and numbers were in order and that everything—starters, horns, lights, wipers—still worked. With relief the drivers could switch off at last in the *parc fermé* and shuffle off to find their baggage, wife, bath or favourite bar. Where had the secret checks been, they were asking; but no one knew.

Without delay the organization got to work deciding which were to be among the 90 best-placed cars for whom still remained the extremely arduous Mountain Circuit test. Penalty marks incurred on the various itineraries, during the first classification test, the braking test and during the technical inspection, were added together and, on the Friday morning, the list was posted at the Permanence. Heading it, and leading by six points, was the Mark 7 Jaguar driven by Ronnie Adams and F. Biggar; in fourth place came the Harper-Humphrey Sunbeam, and no fewer than 21 British crews were included in the list. British hopes ran high, though the task of guiding the big Jaguar round the multitude of tight hairpins on the narrow mountain roads was obviously going to be considerable.

On Friday evening the doors of the *parc fermé* were opened; the less successful were given back their cars and the distinguished 90 were removed to a second park. No preparation of the cars was permitted; brakes that had withstood 2,600 miles of extremely hard road conditions—almost bereft of linings in several cases—remained unadjusted.

Several crews spent the better part of the night carrying out a reconnaissance of the course, plotting the kilometre stones, hairpins and patches of snow and ice... a journey which was carried out often enough in hire cars as use of the competing cars was not permitted. Taken slowly, by the light of head lamps, the tortuous roads were bad enough; to maintain the required average of somewhere round 60 k.p.h. for the faster cars on certain stages was obviously going to be a risky and difficult job—particularly as the roads were not officially closed.

The route for the mountain circuit would provide a delightful day's tour for anyone on holiday on the Nice-Monaco coast—if they liked mountain driving! For the selected ninety it can have offered only a hair-raising 150-mile dash against time, space and the elements. Once on the cols the sun was seldom seen and, since it was nothing but snaking, writhing ups and downs as soon as the route headed inland from Menton on the coast, most



Nothing wrong, but if you are held up in the queue why not look inside to make sure? Prince de Polignac and Les Leston in sight of Monte Carlo with their Aston Martin

of the driving was in or just under cloud.

Inland then, through quaint villages, up the Col de Castillon the road wound to Sospel. On again by N566, twisting always upwards, to Moulinet and finally to snow level up the long Col de Turini.

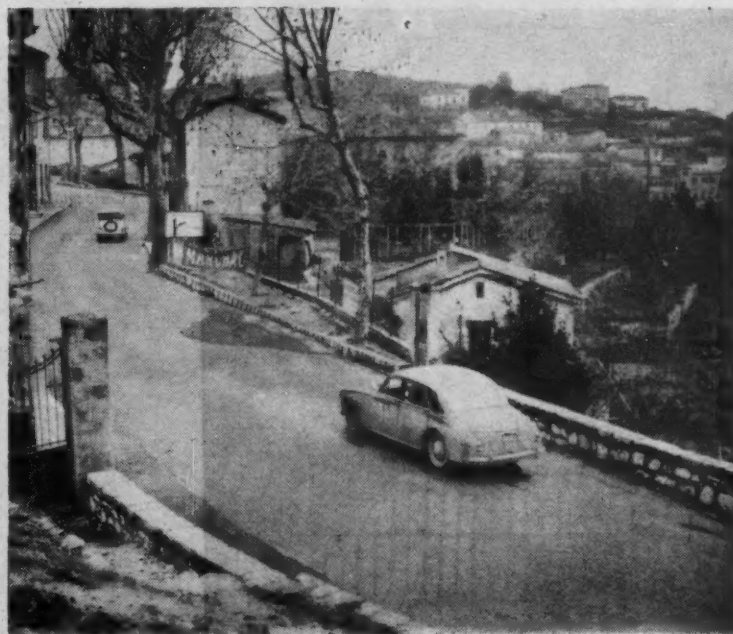
Over the crest for the first time, sloshing and sliding on thawing snow and ice, the drivers headed south through Peira Cava and were then spared more snow as they sped down the Col de Saint-Roch for Luceram.

This was just an *hors d'œuvre*, and to reach l'Escarène the Cols de l'Orme and de Braus had to be negotiated. Here, a right turn marked the start of a great loop back to the summit of Turini again. The

route went via the Col de Nice to Châteauneuf-de-Coutès, Levens, Duranus and the Bollène-Vésubie.

Covering the ground a second time on a southerly heading from Turini, l'Escarène was left by N20 and, at Trinité-Victor, a sharp left-hand turn took those remaining of the ninety to Laghet and La Turbie by their Thursday route. A diversion was made to Cap d'Ail on the coast before the run into Monaco by the Moyenne Corniche.

First through the snows of the 6,000ft-high Turini village came Louis Chiron's Gran Turismo Lancia-Aurelia—in the class from which the highest average was required—sliding through the bends and



Going well on N7 is Merrick's Pathfinder. Rileys met with bad luck on the mountain circuit

MONTE CARLO 1956

streaking away down the snowy slopes beyond. Next came the 300SL Mercedes-Benz driven by Willem Tak from Holland—a squat car, straddling the snowy road and sweeping round with scarcely a slide. Tom Clarke's blue A.C. Aceca was the first of the British contenders, climbing up into the village in a cloud of smoke which obscured the road for those behind. The car sounded ominously flat and its speed was low; though it seemed unlikely, the Aceca kept going and was seen subsequently, almost 100 miles farther on, without the attendant smokescreen. Ken Wharton's A.90 swept through fast and Archie Scott-Brown's similar car swung wide, sliding the tail with some force into a snow bank; no damage was caused and he swept on.

By this stage—some 40 miles from the start—several cars had moved up, overtaking on the short straights between the hairpins. Sims' big Pathfinder came through following Mrs. Johns' A.90, having overtaken five cars to achieve this position. The huge Ford, driven by the Swedes I. Hartley and Valter Karlsson, and the largest car in the rally, churned away from the corner, its great power an embarrassment on the slippery surface. Henri Marang's new DS19 Citroën sped straight on into the snowbank, wheels locked hard over, the crew climbing out to extricate it. Grosogeat's little D.K.W. did likewise and needed even more effort to get it clear. Women crews, having survived the rigours of the road section, were much in evidence. Greta Molander's 220 Mercedes-Benz came through sound-



Pitwork at Puget Théniers: Handley and West's Zephyr is just leaving after a petrol stop

ing very rough; Nancy Mitchell and Joy Cooke handled their cars well where several males were much less skilled.

At the Col des Saint-Roch, some 100 miles farther along the route, there were some ominous gaps in the field as the

cars streaked weaving and swerving down the short straight. The Scott-Brown Austin had overturned back along the route, as had Mrs. Johns' similar car, neither crews suffering any damage. Gerry Burgess' Austin, too, had left the road, coming to rest perilously near the edge of a precipice. Once again, Monégasque Louis Chiron led the field, as well he might, the mountains forming the backdrop to his native town. There were many signs of violent contact with the rocky edges of the narrow roads. Vilreón's Porsche had suffered some structural changes around the front, as had Mme. Blanchoud's similar car. The big Ford came by with a front wheel at an impossible angle, squealing along the road and leaving a black tyre mark. Adams' Jaguar, unmarked and travelling at great speed, swept through, Adams appearing entirely unconcerned and driving well within his limits. Maasland's Alfa-Romeo had obviously been hurrying as the car had moved up some 20 places since the start.

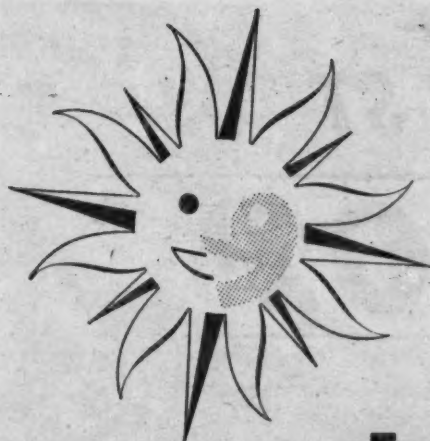
Some way farther on, beyond Luceram, Bremner's Pathfinder rounded a corner on a section of comparatively good road to find a local car where he needed to be. In avoiding a head-on collision he took to the ditch, badly damaging the coachwork on the vertical rock face that rose alongside. Sims' Pathfinder, too, showed signs of contact with a wall. Dugat's little Panhard was gallantly continuing with battered roof and no windscreen.

So the reduced field of distinguished cars and crews sped on their way back to Monte Carlo and the finish. A suppressed excitement could be felt all round the terraces of the town by the tideless Mediterranean. At seven o'clock, the organizers had hoped, the winner would be declared. Came nine... came ten. No one thought of leaving the Permanence. Finally the news flashed round, and in a dozen seconds a motorist had become famous. Ronald Adams, in a British Jaguar, with co-drivers Frank Bigger and Derek Johnson, had gained the coveted top place in the 1956 Monte Carlo Rally.

(Turn to page 126 for full results.)



Parc fermé on the Monte Carlo quay—and rest for cars and drivers



MONTE CARLO RALLY

For the third time

SUNBEAM WINS

THE MANUFACTURERS' Team Prize

1953—1954—1956

OUTRIGHT WIN of the Charles Faroux Challenge Trophy



This most coveted Team Prize is awarded to the nominated team of three cars achieving the best aggregate performance, irrespective of size, class or price.

The three successful Sunbeams in this year's event were driven by Peter Harper (with David Humphrey and Peter Elbra), Jimmy Ray (with John Cutts and John Waddington) and Sheila Van Damm (with Anne Hall and Yvonne Jackson).

Subject to official confirmation.

The New

SUNBEAM RAPIET

latest addition to this famous family of Rally Champions

A ROOTES PRODUCT



4ST **DUNLOP**

MONTE CARLO RALLY

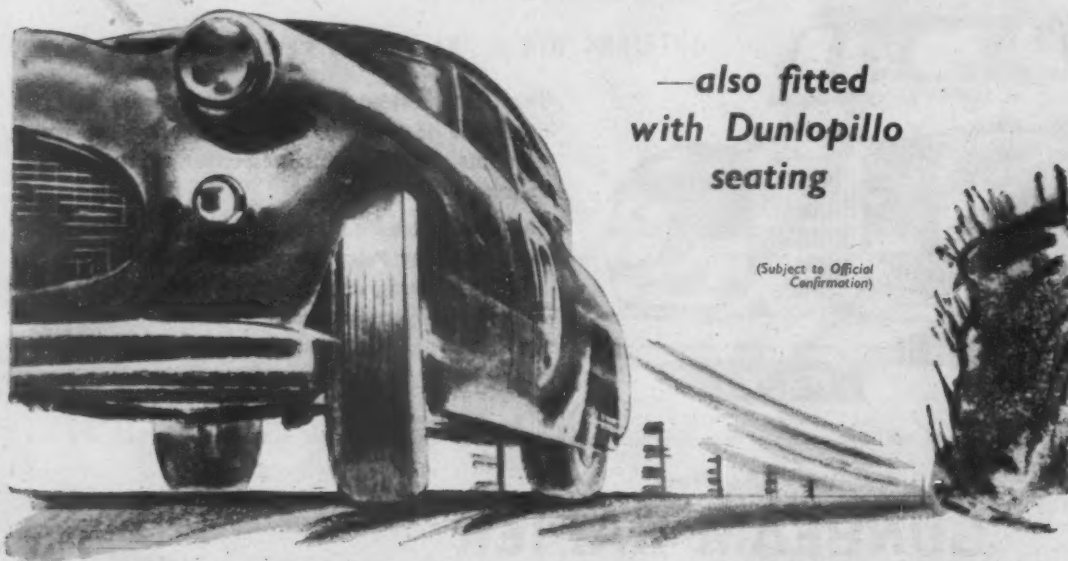
1st.

JAGUAR

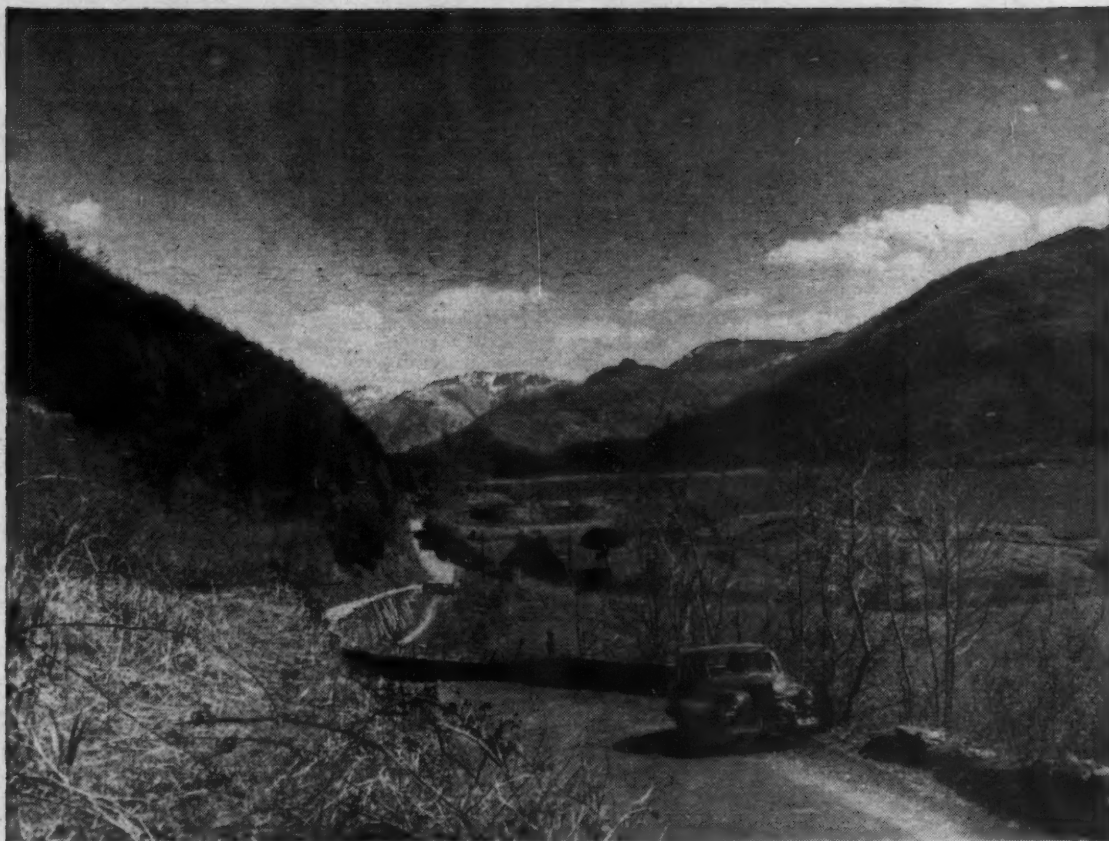
R. J. ADAMS — F. BIGGAR

—also fitted
with Dunlopillo
seating

(Subject to Official
Confirmation)



*-and Dunlop makes the tyre **YOU** want!*



Loch Duish, among the best of the Scottish lakes, is at the head of the Sound of Sleat; this view is from Inverinate looking inland towards Glen Shiel

Correspondence

Opinions expressed on these pages are those of our correspondents, with which *The Autocar* does not necessarily agree. Letters intended for publication should be addressed to the Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1.

Reflectors at the Front

Indication of Light Failure is Preferable. I fully support Mr. Dodgson's remarks (*The Autocar*, December 2, 1955) on the increasing number of "one side-lamp" vehicles, and the obvious menace such vehicles present to other night drivers. Recently, for the purpose of ascertaining the frequency of this dangerous practice, I made a specimen check on such vehicles at a busy road junction between 10 and 10.30 p.m. From a total of 100 private and commercial vehicles I counted:—

Two without lights. Fourteen with only one side light. Eleven with one of two rear lamps out, or with no rear light at all.

One with the rear number-plate lamp out.

Allowing for variation, one could assume that approximately 20 per cent of all vehicles driven at night have faulty marker lamps. I feel certain, however, that the majority of these drivers are unaware that they are committing an offence, mainly because the lamps on modern vehicles are not usually visible from the driving seat. Mr. Dodgson suggests compulsory white reflectors, but when one considers that the need for marker lamps both to the front and rear is greatest on dark roads or during misty and wet weather, it would seem that the fitting of reflectors would not provide the solution to this problem, for there is no reliable substitute for a well-defined lamp of a specified brilliance.

Surely the obvious remedy would be for the driver to carry a spare bulb or two, and fit an indicator to give warning should any one of the marker lamps fail. To meet this requirement, I have developed and patented a simple device operating on the relay principle, which will not only indicate that the lights are switched on, but also give warning of the failure of any front or rear lamp by means of either a signal lamp or buzzer, or if desired, both together.

J. KEMP.

Croydon, Surrey.

Harry Ferguson Design

Revolutionary and Fundamentally Sensible. The interest with which the news release about the Ferguson car was received by all my acquaintances is indicative I think of the fact that we all want something new, revolutionary, and fundamentally sensible in the way of automobiles and would like to see it come from English factories and industry, if they can only do it as well as talking about it.

The fact that the German Volkswagen sells so well here is due, I think, to the fact that it is: 1, different; 2, reliable; and 3, fundamentally sensible. They have not tried to scale down a large car but have rather built around a separate concept. I would not claim to speak for Americans in general who buy fancy Juke-Boxes-on-Wheels, but there are getting to be a lot

Correspondence

of us who are just not satisfied with this sort of thing and because the small American manufacturer is gradually being squeezed out, we look to Europe. Unfortunately, at the present time the British are not putting into their cars the features that the Germans are in particular, e.g., i.r.s., air-cooled engines, streamlined bodies, low numerical rear-axle ratios, all synchronized gear boxes, ride control.

The Rover is one car that the British can be proud of as they can be of the Jaguar 2.4, the Sunbeam Rapier, the Bristol 405, the M.G.A., the Austin-Healey 100, but all of these cars are not cheap. What is really needed is a car to compete with the Volkswagen to get some of the market in "Suburbia, U.S.A."

Maryland, U.S.A.

WILLIAM H. KUMM.

Eyes and the Driver

Effect of Age on the Optic Muscles. I was very interested in the article by L. S. Sasieni, F.B.O.A., F.S.M.C., D.Orth., in *The Autocar*, January 6. My work brings me into close contact with motor accidents, and I have been concerned by the large number of instances in which elderly drivers have claimed to have looked left and right when entering a main road, and have then driven straight on into the path of another vehicle which they have failed to see. There have, of course, been other types of accident due to this failure by elderly drivers to appreciate that other vehicles were about.

I have been told by elderly men that it seems to take some time before an object comes into focus when they are seeing it for the first time. In view of Mr. Sasieni's statement that "as time goes on the same amount of muscular energy produces a lesser amount of focusing change," I am wondering whether it is a fact that focusing, in addition to being more imperfect in elderly drivers, also takes longer to achieve. C. W. TUMMON.
Maidstone, Kent.

Touring and Sporting

Club for Anglia and Prefect Owners. May I, through your correspondence columns, ask owners of new-type Anglia and Prefect cars if they are interested in joining an Anglia and Prefect Owners' club or association? It is proposed to have two classes, touring and sporting.

I have owned three of these cars, covering a very large mileage, and raced one with success in Western Australia, ultimately winning the under-1,500 c.c. closed car State championship.

The aims are: a quarterly magazine; technical and other advice; an attempt at better insurance rates; assisted legal aid, and so on.

On the sporting side, such things as hill climbs, and an endeavour to promote saloon car racing for the man who can't afford two cars, yet would love to dice his saloon on a closed circuit against similar cars.

A badge has been designed and if those owners who are interested will contact me, I shall push ahead if sufficient enquiries are forthcoming.

It depends on you!

Crawley Down, Sussex.

HUGH W. MACKINLAY.

[Letters will be forwarded.—Ed.]

Proud Owners

Another Eligible M.G. Having read of the merits of the 1½-litre Riley and M.G. Magnette, so well described by their proud owners, I am tempted to put forward a claim on behalf of the 1½-litre M.G. model Y Saloon; I am a very satisfied owner of this model.

There can be few cars of comparable price and size offering so many refinements as standard fittings. The car's appearance is neat and businesslike and free from uncalled-for chromium decorations. On opening the boot (the lid of which opens downwards to take extra luggage) a really useful amount of space free of spare wheel and tools is revealed. These are below in a separate locker.

The radiator is still blessed by a convenient, external filler

cap, and the car is fitted with hydraulic jacking, which is an invaluable asset. A thoughtful maker has also fitted a sunshade roof as standard. Inside, the comfort of driver and passengers is catered for with a telescopic steering column, a rear window blind controlled by the driver, and a central folding armrest for rear seat passengers. There are no fewer than four ashtrays to meet the smokers' needs.

The roof light switch is over the driver's door, and the door cappings and facia are of polished wood; instruments are well lit and do not reflect on the windscreen at night. The driver, however, can see at night the red lenses of his side lights. Twin sun visors and screen wipers are further items of equipment, and the windscreen will wind open wide for fog or summer driving. Hand straps and fitted pile carpets are added comforts.

Maintenance of this car is easy: the greasing and oiling points are few, and the engine is very accessible. The centrally hinged bonnet can be removed when carrying out a top overhaul. However, no car is perfect, and two criticisms can be made: why, for instance, should one have to dismantle both exhaust and clutch assemblies, merely to drop the sump to clean the oil filter? And again, why have the manufacturers used sponge rubber in the locker lid channels which, owing to their sloping position, trap rain water causing rust formation? Fortunately, these faults only recur at fairly long intervals, but are not in keeping with the otherwise excellent little car.

With a maximum speed of a little under 75 m.p.h. the 1½-litre M.G. cannot perhaps be called a fast car, but owing to its liveliness and good handling, creditable averages can be put up in comfort.

By a stroke of luck my first experience of the car came when I was invited to drive a friend's 1½-litre M.G. for a few miles. I was immediately pleased by its excellent rack-and-pinion steering, combined with an exceptionally good driving position and a splendid gear box with a good sturdy central lever.

These points made me decide that when the opportunity occurred, I would get this model, and as it turned out, I had not long to wait.

On one rainy December evening, I went to Oxford to collect it. The body was finished in light green with dark green wings, and cream coloured upholstery. Now, with over 52,000 miles behind it, I have never regretted my choice. The steering is still just as accurate as new; the general handling and brakes are as good as ever.

At the recent Silverstone meeting of the M.G. car club, there was a concours d'élégance contest; among the entrants were some really beautifully turned out examples of the 1½ which were a real credit to their owners.

After careful study of 1956 models of comparable size, I could find nothing to tempt me to part with my present car. Unless I win a really fat cheque on the football pools, MWL 280 will stay with me for many miles yet.

I should perhaps make it clear that I have no connection with M.G.s, other than as a satisfied owner.

Witney, Oxfordshire.

A. T. R. BINNINGTON.

Battling with the Heavies

A Powerful Spotlight is Essential. Mr. F. J. Worton's statement in *The Autocar*, December 30, concerning the focusing of larger commercial vehicles' spotlights on the nearside kerb should not be allowed to pass without contradiction.

Since 1948 I have travelled some 10,000 miles a year at night, very largely on A12 and on A6, and my observations have convinced me that commercial vehicles are the main cause of dazzle trouble. The long-distance coaches and passenger buses started the trouble, always using a straight-ahead near side light. Then it became common on the heavy lorries and now nearly every motorist who has to do much night driving has been compelled to fit a powerful spot lamp simply in order to see where the near side kerb is in the face of oncoming traffic, and to make sure he does not run into a pedestrian, or a cyclist without a rear light.

I have often wondered why the commercial vehicle contractors favoured this system (which becomes murderous when the road curves slightly to the left) instead of the double-dipping system of the modern private car. Good double-dippers dazzle no one and if everyone used the same system with a similar total wattage and no extra lamps, fog or otherwise, there would be no dazzle problem. I found the standard lighting set of a 1954 Morris Minor equal to all emergencies, including a trip from Sheffield to Manchester on a foggy December night, but my present car which has a different system needs the Marchal 632 which I have fitted, and which enables me to hold my own with the "Heavies."

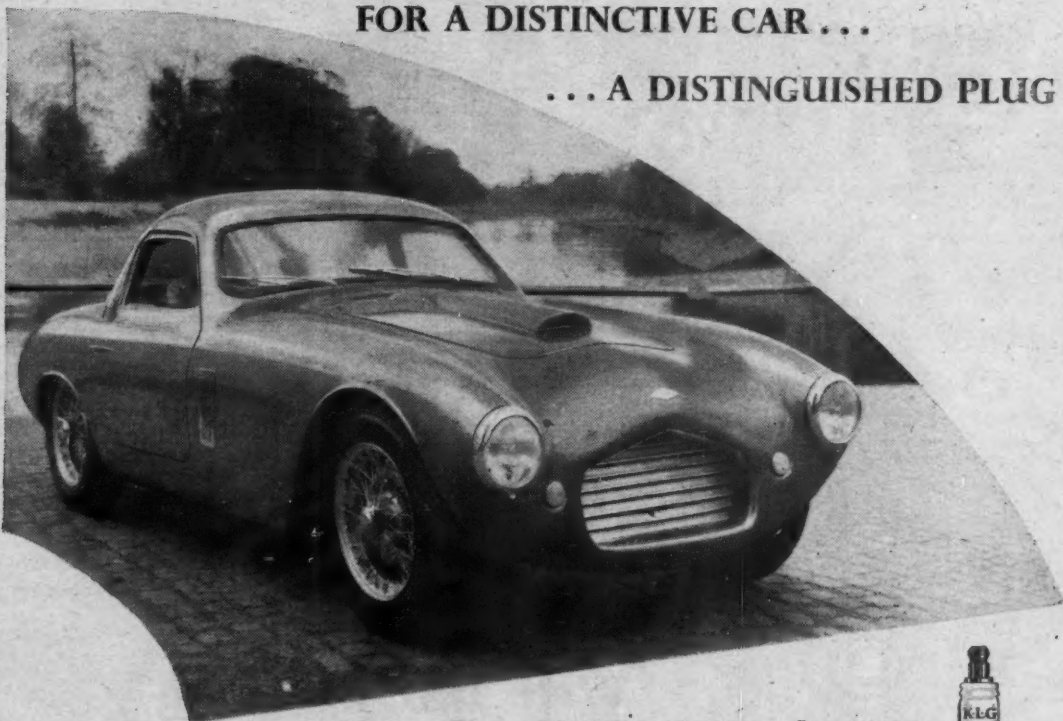
Finally, I think more attention might well be paid by highway authorities to making the near side verge visible under difficult conditions either by the use of reflectors or of white paint.

Preston, Lancashire.

R. MORGAN.

FOR A DISTINCTIVE CAR ...

... A DISTINGUISHED PLUG



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Every FRAZER-NASH is fitted with
sparkling plugs as original equipment



one of **SMITHS** accessories for better motoring

THIS WINTER
most
modern cars
will use
CASTROLITE

the
balanced
multi-grade
oil



THE MASTERPIECE IN OILS

Castrolite is a balanced multi-grade oil (20W-20-30) which being thin when cold gives immediate oil circulation. This ensures easy starting in winter, reduces petrol consumption and engine wear. At high temperatures the oil retains its body and provides the engine with "Castrol XL" protection. No special precautions are necessary when changing over to Castrolite—which is sold at standard Castrol prices.

DETROIT

Notebook

LAST year's dizzy production pace of some 154,000 cars per week is gradually slowing down. All General Motors divisions have ceased Saturday assembly operations, and there are some slow-downs at Chrysler and Ford Motor. Percentage-wise overall, the reduction currently amounts to around 7 per cent. Meanwhile stocks of unsold new cars in dealer warehouses and in transit are rising again—at a time when the new '56 models ought to be selling like crazy.

It looks now like the big boom is about over.

... But the memory lingers on. In moving over 7½ million cars in 1955 the network of franchised dealerships took a beating from which it may never recover. Only the crop of new 1955 body styles and plenty of pressure from factory sales departments made it possible at all. But it was inevitable that profit margins would take a licking. Furthermore, an estimated 8-10 per cent of last year's new cars had to be channelled through unfranchised "bootleg" operators to control inventories. Some franchised dealers were ruined in the ruckus; a few high-volume boys made more money than ever before... but, on the average, profits were well down from previous "normal" years.

The screams of the old-line dealers finally got through to Washington last fall, and a Senate sub-committee was organized to investigate current automobile marketing practices. Possibly the most significant fact that's been unearthed and released so far is the result of a tabulation of replies to a questionnaire that was mailed to 40,000 new car dealers when the sub-committee started its investigation. (Only the replies of G.M. dealers have been quoted so far, since G.M. was the first of the Big Three to be "called on the carpet," so to speak.)

Anyway, the tabulation showed that 73 per cent of the dealers replying to the questionnaire favoured some sort of congressional intervention into the problems of auto-retailing. This would certainly seem to indicate something rotten in Denmark... as no sane American businessman would holler for Washington's help if there weren't!

Or maybe there's nothing really "wrong"; could be the current turmoil in auto-retailing is just one by-product of the overall national (and world) trend in economic evolution—and something that will work itself out if government keeps hands off. (Forgive me when I make noises like a backyard economist!)

But I wander far from the subject. I started out to comment on the slowing factory production. The basic reason can be found right on the showroom floor. The 1956 models just aren't moving fast. Many dealers are afraid now that part of last year's terrific sales volume was merely borrowed from potential 1956 sales; apparently many people who planned

to buy new cars this year were seduced by last year's fat discounts. Another complaint voiced by the dealers is that some newspapers and auto magazines over here are loudly predicting "big body and chassis changes for many 1957 models, and the dealers figure that a lot of buyers will wait. (These predictions, of course, are true; only Lincoln, Rambler and Studebaker offer anything really new this year.) Result is an inevitable softening of new car sales.

I believe another important factor tending to slow down the production lines is nothing more than *public opinion*. These Washington hearings are fast making villains out of the big manufacturers in the eyes of millions of car buyers who didn't know a franchise from a shock absorber six months ago. This was inevitable, I suppose. Those one-year franchise contracts, cancellable by the factory for a variety of reasons on a few weeks' notice, have made the dealers look like fleas bucking a hurricane. I don't know where the truth lies—and certainly the publicity won't help us get to the truth any quicker—but public opinion was bound to sway the factories. G.M. has recently extended the term of dealer franchise to five years, and I think this public opinion had a lot more to do with Detroit's decision to slow production than the screams of overstocked dealers—since those same screams fell on deaf ears last summer!

Well, this is an interesting subject, and certainly the big topic of conversation around the Motor City these days. Just what will result from the Senate investigation nobody is even predicting yet. But I can say that many authorities foresee revolutionary changes in American car retailing within one or two years.

AMERICAN MOTORS (Nash, Hudson, Rambler) have confirmed reports that they're tooling up for an entirely new V-eight engine, and production will begin soon after the first of the year. They have been using the Packard V-eight in their senior lines for the last 15 months or so, but I understand the cost has been rough. Packard would sell only the engine-Ultramatic transmission package—at a good, round figure—and American Motors already had a good deal with G.M. to buy Hydramatic transmissions. A.M. have been working towards their own V-eight for at least two years, and it was only heavy market pressure for V-eight

power that forced them to the Packard combination for their all-new 1955 line.

It will be interesting to see just how A.M. engineers have combined all the costly lessons learned by the other manufacturers on their V-eight engines into a single, composite design. Packard stuck to the tried-and-true on their design, and they have anything but a spectacular performer. It will be obsolete long before they amortize the tooling. Can A.M. come up with a truly advanced design that will be practical and economical to produce to-day? I'll keep you posted.

THE race for top compression ratio on this side of the Atlantic has had some interesting angles. (Packard is at present tops with 10 to 1.) Most any engineer will admit that improvements in pump fuels have had more to do with the rise from the 7.5 to 1 level five years ago to the present 9-10 to 1 than any brilliant combustion chamber development. In my opinion fuels have been responsible for at least two-thirds of the rise. You can now buy up to 98-octane (Research) grades in some areas of the country! Great strides have been made in just the last 18 months. The key has been new methods of catalytic reforming—and no small factor has been the financing and construction of refining equipment necessary to exploit the new developments on a volume basis.

But octane figures can be misleading—and thereby hangs a tale:

The new refining tricks are delivering what oil men call "sensitive" fuels, that is, the difference between their octane rating as determined by the mild Research method and the rating based on the more severe Motor method is considerably greater than in earlier pump fuels. The Motor method of octane rating was developed back in 1932, and at that time it was as close as they could come to duplicating in the laboratory the behaviour of fuels in current engines *on the road*. The Motor method featured a relatively high test r.p.m. and mixture temperature.

However, as engine design progressed during the '30s the octane requirement on the road for a given compression ratio grew milder; elimination of hot spots, improved carburation, and better silencers to reduce exhaust gas dilution gave actual road octane ratings for the various fuels that were higher and higher above their Motor rating. The Motor method no longer gave a reliable indication of the



GUESS WHAT? A 1932 Ford coupe with a 1955 Cadillac El Dorado engine, 25-tooth Lincoln transmission (3.54 to 1 axle ratio). The car is owned by Tony J. Oliveto, of El Paso, Texas. 1955 Buick wire wheels have 14-sprat gold inserts. Spring dampers are the adjustable friction type

performance of a fuel. So the new Research rating method was introduced, featuring a lower test speed and mixture temperature. This has given very close correlation with road ratings until just the last three or four years.

Now our latest engines seem to prefer the old Motor rating method—that is, their road anti-knock performance is more nearly proportional to the Motor octane rating than the Research. This is primarily due to the trend to torque converter transmissions and extremely free breathing which raise the r.p.m. of maximum octane requirement and boost combustion chamber temperatures. Unfortunately, our new refining methods yield big increases in the Research octane number . . . but the Motor rating is barely touched. You might say we're left holding a handful of octane numbers that are of more use to the advertising men in the oil companies than they are to the engine designers!

Well, this is a roundabout way of saying that the fuel chemists have just about shot their bolt as far as contributing to further compression ratio increases is concerned. They might be able to boost the Research octane rating at the pump above the 100 mark in the next three years . . . but what good if the new engines are only listening to the Motor rating? Oil men admit

that there is no known way to raise pump Motor ratings substantially at reasonable cost in the foreseeable future. This would seem to place the burden for further compression ratio increases squarely on the engine designer. He'll just have to make his engine "milder" in its octane appetite. (This is the technical expression used to describe an engine whose octane requirement correlates more closely with Research ratings.)

I think our engineers can do it. Actually we've barely scratched the surface of combustion chamber development. I look for 12 to 1 compression ratios within three or four years and I believe "mechanical octanes" will be responsible for at least two-thirds of the rise to that level. G. M. Research has got the combustion chamber in their laboratory right now that can do it!

I LIKE Lincoln's new controlled-temperature carburettor air intake—though it looks a little expensive to find near-future application on bread-and-butter models. But what a neat sales gimmick for a high-priced luxury car!

As you know, underbonnet temperature of the air breathed by the engine will run maybe 40 deg F above ambient. The consequent reduction in

air density will chop 3 to 5 per cent off the full-throttle horsepower and torque output on the road. An engine likes cold air for maximum performance. At the same time moderate intake air temperature helps response and flexibility at low speed.

Lincoln has attacked this 30-year-old problem by feeding air to the air filter through a two-way duct, one bringing cool air from the front grille opening, and the other collecting warm air from under a muff on the left exhaust manifold. A thermostat-operated flap valve in the junction of the two ducts cuts in air from the exhaust heater when carburettor air temperature drops below 65 deg F and ducts it from the grille when temperature rises above about 90 deg. Seems to function very nicely on the road, though I can't say that it's made a bomb out of their '56 model!

ANOTHER obscure 1956 technical development which I think might have some future significance is the "double kickdown" feature on Packard's latest Ultramatic torque converter. This transmission consists of a two-speed planetary gear box in conjunction with a torque converter unit with automatic plate clutch lock-out at cruising speed. On the former model you could kick down for extra acceleration by pressing the throttle past a detention point; this would disengage the plate clutch to cut in fluid torque multiplication, and also shift to a 1.82 to 1 step-up gear ratio on the planetary. Now they've rigged the deal for two kickdown ranges. At about half throttle you disengage the plate clutch for a moderate boost in acceleration—then you can floor the accelerator pedal and shift the planetary. Both gearing and clutch snap back into direct drive automatically at about 55 m.p.h. (with full throttle).

We may see more of this business of multiple kickdown ranges on the throttle travel in the near future.

IN just the last few weeks officials of both the Firestone and Goodyear tyre companies have confirmed rumours that they are in the last stages of development on a line of 14in tyres for some 1957 cars. Sections will be wider—though exact sizes were not quoted—and rated pressure will be 20 lb per sq in. (Current 15in tyres are rated at 24 lb.) Major reasons behind the new tyres are a softer ride and a slight reduction in car height.

One can't help but wonder if the tyre engineers have adequately solved the problems of lateral stability and cornering power on these wide, super-soft tyres. Present 15in jobs, when inflated to the recommended 24 lb and carrying their full rated load, are certainly no testimony to the solution of these problems up to now.

ROGER HUNTINGTON

NEWS AND VIEWS

International Motor Shows

TWO forthcoming motor show dates have now been officially announced. These are: the 40th International Motor Show in Copenhagen, from February 24 to March 4; and the 38th International Motor Show in Turin, from April 21 to May 2.

Tulip Time

STARTING from London and five other points, the Tulip Rally will be held from May 6 until May 12. All routes link up at Champagne, in the French Juras, and then follow a combined route; the average total distance covered on this event is 1,600 miles, divided into two stages, and separated by a night's rest at Monte Carlo.

Motocoupe in Africa

TESTING the reliability of the B.M.W. Isetta Motocoupe in South African conditions, an Isetta has been driven from Cape Town to Johannesburg. The total distance of 910 miles was covered in 18hr 19min running time—an average speed of 49.7 m.p.h. Just over 15 gallons of fuel were used, giving a fuel consumption of approximately 60 m.p.g. This Isetta was completely standard, but was fitted with the recently introduced engine of 300 c.c., which is slightly more powerful than the example tested by *The Autocar* on November 4, 1955.

Prices Cut

ACTION has quickly followed the entry of Singer Motors into the Rootes Group, and prices have been greatly reduced. New prices are as follows, with original prices in parentheses:

	Basic Price £	Total Price £
Hunter special saloon	530 (£621)	796 7 (£919)
Hunter de luxe saloon	575 (£667)	863 17 (£1,032)

In future the Hunter saloon is to be described as the Hunter de luxe saloon, though there are to be no changes in the specification and equipment of the car. On the other hand one or two alterations will be made to the Special saloon, of which the most interesting is that the recently introduced omission of the spare wheel because tubeless tyres were fitted has been rectified. A spare wheel with tubeless tyre will in future be standard equipment on the Special saloon.

A Pioneer Passes

ONE by one the ranks of nineteenth-century motorists sadly close. Mr. George Leverage Benbough, who died at his Reading home on January 11, bought his first car, a Léon Bollée, in 1897, and was a founder member of the Yorkshire Automobile Club. He was in the motor trade first in Burgess Hill, and moved to Reading in 1915 as a director of the Royal Berkshire Motor Company. The original Léon Bollée is still in his family's possession, and made a successful journey in last year's London-Brighton Run.

Gianni Lancia Resigns

FOR some time there have been conflicting reports from Turin about the present position and the future plans of the Lancia works. Latest news is that Gianni Lancia—son of the late Vincenzo Lancia, who drove for Fiat in the heroic age of motor racing before the first World War, and in 1907 founded the firm which bears his name—has resigned his presidency of the company.

He is reported to have relinquished his appointments for strictly personal reasons; conditions at the factory remain normal.

Where They Go

LARGEST importer of Volkswagen cars was the United States, which absorbed 34,000, followed by Sweden with 28,000. Other countries importing large quantities of Volkswagens were Belgium, Holland, Switzerland and Austria.

Journeying to Burma

NEWS has been received from India of the Oxford and Cambridge Far Eastern Expedition. The most difficult part of the journey—the entry into Burma—now lies ahead. The party reports: "There are only two roads over the Naza Hills into Burma from Assam, and neither of these has been maintained since the war. You can imagine what havoc ten years of summer monsoon have caused; many of the bridges are down, and the tracks have been reduced to a pile of jungle debris in many places. . . . Otherwise all goes well, and the tigers are pawing at the outer door."

Australian Production

SINCE the General Motors Holden factory at Melbourne started car production in 1948, a quarter of a million cars have been built. The daily output has increased from ten at the beginning, just over seven years ago, to 278 cars per day now. The rate of production is still increasing, and by the end of next year is expected to have reached a daily output of 400 cars.

Dunlop and Roads

NEW chairman of the council of the International Road Federation is Mr. A. R. M. Geddes, who is a director of the Dunlop Rubber Co., Ltd.

Roads for Boston

SO congested is the area round a railway station of Boston, U.S.A., that the authorities are building what is claimed will be the world's widest traffic tunnel. Work on the project has already begun, and when complete in 1958 this 2,400ft tunnel is expected to cope with 120,000 cars daily.

Arabs Boycott Renault

RETALIATION for the opening by the Renault firm of an assembly plant in Israel is a complete ban on the import of Renault cars into the Arab League States. A spokesman for the Israel "Boycott Office" in Damascus said that the regulations called for the banning of the products of any foreign firm which conducts any operation that strengthens the Israeli economy.

Caravan Assistance

INTENDED to supplement the existing A.A. and R.A.C. services, the Caravan Club is offering a similar "get-you-home" guarantee to its members. In the event of a member's caravan becoming immobile while being towed, resulting from failure of the caravan chassis or wheels, or from breakdown or accident to the car, the club will bear the cost of removal up to a maximum of twenty miles. Further details of this scheme, which includes coverage for a certain amount of repair work, can be obtained from the Caravan Club, New Oxford House, Bloomsbury Way, London, W.C.1.

Mr. S. W. Newman

WITH great regret we record the death on Wednesday, January 18, of Mr. S. W. Newman, managing director of Lancia (England), Ltd. Mr. Newman, who was 61, had been actively engaged with the company since its formation in 1928.

State Links

ONE of the recommendations which President Eisenhower made in his State of the Union message to Congress was that the inter-state highway system should be completed. The time given, ten years, seems to hark back to the President's ten-year programme introduced at about this time last year, and later thrown out by the House of Representatives.

The inter-state system is a special network which, although small in mileage (40,000 miles), is important because it links the chief cities of America, as well as 42 State capitals.

Petrol Abroad

ALLOWING for variations in price and currency, some foreign petrol prices are given in a leaflet published by the United Steamship Co., Ltd., of Copenhagen. Costs per gallon in five countries are: Denmark, 4s 3d; Norway, 4s 4d; Sweden, 3s 10d; Finland, 3s 5d; Germany, 4s 10d.

The company's charge for conveyance of cars weighing 15 to 25cwt from Newcastle or Harwich to Denmark is £6 4s 6d. First class single fares for this trip are £10 7s 6d, and return fares are double. The company's agents in London are: The United Shipping Co., Ltd., 108, Fenchurch Street, E.C.3.



UNIQUE JAGUAR: the XK140 registration was first issued to a Rover in 1922. Mr. P. Landsberg obtained the number for his car by applying to the County Hall

NEWS AND VIEWS . . .

One Up

A WELCOME sign of experiment is evident in the plans for an office building to be constructed in Shaftesbury Avenue, London. Work has, in fact, already started. The car park, which the L.C.C. has ruled must be included in all new business premises, is to be on the first floor, thus leaving ground floor space for shops. Cars will reach the park by way of a ramp.

One wonders whether multi-storey garages to be seen abroad, where vehicles are packaged like tin cans on shelves, have had any influence on the architects.

Specialists for Australia

A SMALL party of specialized skilled craftsmen from the Austin Motor Co., Ltd., has left London by air destined for Australia, where they will be engaged in training workers in the B.M.C.'s assembly plants there.

THE AUTOCAR

OWING to the dispute in the Printing Trade this issue has had to be reduced in size and copies may be late in reaching readers. To all who are inconvenienced in any way, we offer our sincere regrets in circumstances beyond our control.

Export Opposition

EVIDENCE of the threat to British car exports is contained in the recently announced export figures of German manufacturers for 1955. The Volkswagen company exported more than half (177,591) of their total production of 330,000 vehicles. General Motors' German subsidiary—Opel—was second with a production figure of 185,340 cars and lorries; 53.1 per cent of this total was exported. The Borgward company manufactured 110,000 units, which was equivalent to their total production for 1953 and 1954. Mercedes production was 40 per cent higher than in the previous year with a total of 64,000 passenger cars.

One wonders where the story will end; but certainly the summit has not yet been reached. Volkswagen expect to exceed the 400,000 figure this year; Opel are spending 24 million pounds on a new plant; Borgward are exploring the possibilities of producing their vehicles in the United States; and B.M.W. are looking for 1,700 more workers for the Munich factory.

April Adventure

THIS year's Little Rally, organized by the London Motor Club, Ltd., will be held on April 21.

Car Assembly Begins

ASSEMBLY of C.K.D. shipments of Ford, Hillman, Chevrolet and Renault cars has started in Pakistan. The initial programme provides for work on 150 Fords and 100 Hillmans.

Turbine Activities at Longbridge

EXPERIMENTAL work with a small gas turbine engine began at the Austin Motor Co. in 1949, and a brief progress report on the work undertaken during the last six years has been issued by the company. The research team is headed by Dr. J. H. Weaving, a former Austin apprentice.

The whole success or failure of the gas turbine engine in its application to automobiles appears to depend upon two important factors. First, a highly developed heat exchanger, which must be practical, cheap and light and have a life equivalent to that of the engine, is essential. This unit utilizes the heat of the exhaust gases to raise the temperature of the ingoing air and thereby improves thermal efficiency, to reduce fuel consumption.

An auxiliary feature of the heat exchanger is to reduce the temperature of the exhaust gases. It must be borne in mind that the air consumption of a gas turbine is approximately ten times that of the normal piston engine. For a 125 b.h.p. unit as developed by the Austin Company this would mean an air flow of 165 lb per minute, i.e., approximately 2,040 cu ft per minute. At high temperatures this could present a formidable problem under dense traffic conditions.

At the present state of the art the cost of a gas turbine for automobile use appears to be very high in relation to a piston engine of equivalent horse-power. The second problem seems to hinge on the ability to produce the compressor rotors and turbine wheels by precision casting with the lost wax process.

The Austin Motor Co. have made use of both these developments in their experimental units. However, Dr. Weaving issues a warning that the production of a cheap heat exchanger, light in construction, is one of the problems still to be solved. When this has been done and greater improvements in compressor and turbine efficiencies achieved, he foresees fuel economy

Sales Drive

METHODS of increasing exports to North America and Canada are being discussed by the Dollar Exports Council, headed by Sir William Rootes, at a meeting with leading United States industrialists in Toronto. Following the discussions, Sir William will tour Mexico, Cuba and Venezuela for talks with Council representatives.

Westminster Commentary

LAST Tuesday the House of Commons sprang to life again. The main business before the new Minister of Transport, Mr. Harold Watkinson, will be to shepherd the Road Traffic Bill through the remaining discussions in Committee stage. Before the recess, Mr. Boyd-Carpenter had tried to hurry this procedure, because the Bill showed signs of becoming bogged down in a mass of amendments and new clauses. It seems unlikely that the Lords will have it until well on into 1956.

Another measure with which Members will be confronted before long is the Monopolies Bill, likely to cause a great deal of interest both in Parliament and out.

comparable to that of diesel engines.

The Austin turbine is designed to run on diesel fuel as this is generally available throughout the country, and the Austin experiment has been to produce a unit that will ultimately be of use to the public.

The first tests of the compressor turbines commenced in 1951 and troubles were experienced with expansion of the blades. The first engine was equipped with two combustion chambers, but difficulty was experienced in obtaining simultaneous ignition. In 1952 the unit was redesigned, using only one combustion chamber, and since then it has given very satisfactory results.

The power unit is of the two-stage centrifugal compressor type with a free power turbine which, in turn, is connected to the transmission. The heat exchanger is placed between the second stage of the compressor and the burners. The unit has a maximum engine speed of 23,000 r.p.m., but a smaller engine under development for the Ministry of Supply is designed to run at 56,000 r.p.m.

The turbine blades are fastened to the rotor disc by drilling and pinning in a deep groove machined in the rim. This method is a simplification of the more usual "fir-tree" type of fixing used in aircraft practice. The individual blades are produced by the lost wax process, and the degree of accuracy is such that it has proved necessary to machine them only on the roots where they are fixed to the main rotor disc.

An engine was first installed in a modified Austin Sheerline and demonstrated in August, 1954. It was shown to the public last July at the company's jubilee celebrations.

This announcement from Longbridge must not be misconstrued; gas turbines are not just around the corner. The associated problems of production, weight and cost for a unit which will be competitive with the modern piston engine have not been underestimated in this report.

JAGUAR

wins

Monte Carlo Rally

outright

to add to these outstanding International successes

INTERNATIONAL RACES

LE MANS (*Three Times*)

T.T. (*Twice*)

RHEIMS (*Twice*)

SEBRING (*Twice*)

INTERNATIONAL RALLIES

ALPINE (*9 Coupes des Alpes - 1 Coupe d'or*)

R.A.C. Great Britain (*Twice*)

LIEGE-ROME-LIEGE

TULIP

*Congratulations to Mr. Ronald Adams
and his crew on their outstanding per-
formance with their privately
entered standard production
Mark VII Saloon.*



LONDON SHOWROOMS: 88 PICCADILLY, W.1

MONTE CARLO RALLY

1ST JAGUAR

2ND Mercedes Benz

3RD Sunbeam

(Subject to official confirmation)

ARGENTINE GRAND PRIX

1ST FERRARI

2ND Maserati

3RD Maserati

(Subject to official confirmation)



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The Sport

ONCE MORE, the Monte was a magnificent event. Though a modern car, properly prepared, is well able to cope with 2,600 miles of the toughest possible road conditions, there still exists in the minds of most people an instinctive admiration for prolonged, day and night long distance travel; as long as the Monte retains those magnificent, far-flung starting points its glamour will continue undiminished. There is no doubt, however, that the nature of the event has altered—invariably, as the reliability of cars has increased while the weather fails to suit its moods to the wishes of the organizers.

This year, as has so often happened in recent years, there was scarcely any snow or ice, the hazards being confined to tight time schedules over mountain roads and cols. This is fair enough. There would be no point in routeing the cars over twice the distance of main roads; long before they suffered any ill effects the crews would be exhausted. When introducing tricky sections, however, it should be absolutely certain that the public are inconvenienced in no way whatever. The greatest danger to the sport at the moment is its effect on the public, and nothing will outrage people more than to see battered cars travelling fast on public—and open to the public—roads. The Mountain Circuit is a case in point and I, personally, would like to see it go—replaced perhaps by a speed event on a closed circuit or hill, such as are held in the Tulip Rally.

AS THINGS turned out this year, the circuit served very little purpose, the results being decided by the road sections and the brake test. The cars had already covered a very substantial road mileage, 600-odd of which were in extremely arduous conditions in which brakes were used to the full the whole distance. On arrival at Monte Carlo the brakes were further abused by a downhill acceleration and braking test. The cars were then locked away in the *parc fermé*, where no adjustments could be made.

The leading 90 were removed to carry out 150 miles of the most trying conditions of all—mountain roads which twisted and writhed up to 6,000 feet, down and up again, with several severe descents. Brakes, which in one or two cars were almost without linings, were given exceedingly severe treatment. Failure could have meant

disaster. Admittedly, any car that survives the event may well be a genuine source of pride to its manufacturer, but in so becoming it provides a source of danger to its crew. The various accidents that occurred and the signs of damage borne by many of the cars are evidence of the severity of the event.

WHAT THE answer is I am not certain. It is perfectly true that competitors know what they are in for and that it is up to them. It is perfectly justifiable to test brakes as part of the event—after all, the Monte has always been a proving ground for manufacturers. The Mountain Circuit, however, obliges drivers to test the cornering powers of the car under dangerous conditions—until in one or two cases the cars roll over.

INCLUDED in the several days of post-Monte activities was a high speed driving test along the length of the Quai Albert Premier. The test was confined to cars which had finished in the rally and was held on the Sunday. Drivers were required to accelerate along half the length of the quai, make a tight S turn round two markers, accelerate again to the end of the quai for a U turn and back through the markers to the finish line.

Louis Chiron's handling of the 2½-litre Gran Turismo Lancia through the pylons was splendid and it was only because of the greatly superior acceleration on the straight that Fabregas Bas' 300SL Mercedes made fastest time of one minute exactly.

Fastest British car was the A.90 driven by Raymond Baxter, which did a time of 1min 7.7sec.

TOP-LINE professional racing drivers are bound to their employers by contracts of widely differing form. Fangio, for instance, will receive from Ferrari a monthly salary of 700,000 lire for 12 months, plus a half of all starting and prize money. He and his wife will travel free, and he is insured for a maximum of 50 million lire in the

event of permanent disability. His life is insured for 30 million lire.

Stirling Moss, on the other hand, will receive two million lire from Maserati for each Formula 1 race in which he competes, but no starting or prize money; and the same firm will pay Jean Behra a lump sum of ten million lire for the whole season of Grand Prix and sports car events, together with a half of all starting and prize moneys.

THE SEVEN-FIFTY MOTOR CLUB has just produced a very comprehensive and worthwhile guide for specials builders, which is probably the most complete and authentic treatise on the subject for constructors of Austin Seven Ford and Ford Ten specials that has yet been printed. It has, in effect, been compiled from the technical articles which have appeared in the club's monthly bulletin during the past six years, and such experts as Colin Chapman, Jack French, Holland Birkett and John Moon are among the many people whose knowledge and experience have contributed towards it. This booklet can be obtained from the secretary of the Seven-fifty Motor Club (K. F. Welfare, 56, Harrow Road, Bedford, Middlesex) and the price is 6s 6d.

Judging by the number of queries which this office receives on the subject of building 750 specials, this guide should be in great demand.

LOTUS OWNERS, who are members of the recently formed Club Lotus, have been invited to organize and compete in a special event for that *marque*, to be contested in the hiatus between two other events during the March 25 race meeting at Snetterton, promoted by the Snetterton M.R.C.

This will be a wonderful opportunity for the Lotophagi to dice together without the distraction of a Cooper complex, and there will be classes for 1,100 c.c., 1,500 and 2-litre Lotuses (not, please note, Loti). The outright winner will be decided on a handicap basis. The club's committee has, incidentally, resolved to apply to the R.A.C. for affiliation.

MIKE HAWTHORN signing his contract with the Owen Racing Organization; he will lead the BRM team in the major Grand Prix events of the coming season



MOTTE CARLO RALLY: Full Results

FULL STORY OF THE RALLY BEGINS ON PAGE 107

Overall, car, co-driver and co-driver.

1. Jaguar 3,442 (R. Adams, F. Bizer). 2. Mercedes 2,171 (W. Schick, R. Raabe). 3. D.K.W. 896 (M. Grosogest, P. Biagini). 4. Sunbeam 2,267 (P. Harper, D. Humphrey). 5. Volkswagen 1,192 (W. Levy, K. Kokott). 6. B.M.W. 2,580 (W. Loder, H. Rathjen). 7. Citroen 1,911 (P. Courtes, C. de Payen). 8. Standard 2,088 (M. Gatsonides, M. Becquart). 9. Panhard 851 (P. Malling, E. Jensen-Lund). 10. Sunbeam 2,267 (J. Ray, J. Cutts).

11. Volkswagen 1,192 (I. Wollert, G. Anall). 12. Panhard 850 (R. Dupat, G. Gillard). 13. Mercedes 2,195 (C. Spuith, H. Oistom). 14. Alfa Romeo 1,894 (H. Massland, R. Slotemaker). 15. Ford 1,172 (H. Harrison, J. Fulle). 16. Porsche 1,228 (A. Jacot, H. Arcan). 17. Fiat 1,089 (G. Dunod, E. Basille). 18. Peugeot 1,468 (L. Davanier, N. Pizaro). 19. Ford 2,262 (T. Harrison, R. Habeshon). 20. D.K.W. 896 (Fericles, Mme Spilottakis).

21. Fiat 1,809 (W. Verjil, E. van den Bergh). 22. Panhard 745 (R. Cotton, J. Leclerc). 23. Simca 1,220 (A. Grall, P. Auriach). 24. Citroen 1,911 (P. Rose, J. Dubessay). 25. Volkswagen 1,192 (H. Paththey, C. Renaud). 26. Panhard 745 (R. Masson, C. Laurent). 27. Peugeot 1,230 (P. Guiraud, H. Beau). 28. Alfa Romeo 1,975 (K. Bollet, P. Chaney). 29. Porsche 1,488 (Mmes Blanchoud and Rod de Aisary). 30. Panhard 745 (M. Farucci, H. Martin).

31. Lancia 2,266 (W. Lier, C. Mesritz). 32. Volkswagen 1,192 (G. Kaiser, M. Sutherland). 33. Mercedes 2,171 (H. Gerdmann, J. Kuhlins). 34. Renault 747 (G. Monraisse, J. Feret). 35. Lancia 2,451 (L. Chiron, G. Longo). 36. Simca 1,220 (M. Levy, R. Levy). 37. Peugeot 1,468 (A. Roque, S. Sanzian). 38. Peugeot 1,468 (G. Cattieu, J. Bonavero). 39. Mercedes 2,996 (W. Tak, J. van der Vlugt). 40. Renault 747 (Mlle Thirion, Mme Renard).

41. Panhard 850 (L. Dore, G. Meneau). 42. Riley 2,443 (L. Sutherland, W. Sutherland). 43. B.M.W. 2,480 (H. Schwid, W. Gutbrod). 44. Simca 1,230 (J. Cauchy, Y. Cauchy). 45. Jaguar 3,442 (J. Mansbridge, Mrs. Mansbridge). 46. Simca 1,230 (M. Jamison, Capra-Billard). 47. Renault 747 (P. Condriell, P. Oason). 48. Peugeot 1,468 (K. Weikola, H. Pustinen). 49. Mercedes 2,171 (Baron Zedlitz, W. Diemer). 50. Simca 1,250 (J. Quinlin, Behra-Pecker).

51. Porsche 1,488 (Vilron, Y. Chevroux). 52. Renault 747 (G. Clapart, G. Jolly). 53. Ford 1,172 (J. Cuff, W. Fleuret). 54. Peugeot 1,250 (J. Rolland, P. Delave). 55. Austin 2,639 (J. Gott, W. Shepherd). 56. Austin 2,639 (K. Wharton, G. Shanley). 57. A.C. 1,291 (C. Clarke, D. Baker). 58. Sunbeam 2,282 (A. Fraser, R. Holmes). 59. M.G. 1,489 (Mrs. Mitchell, Mrs. D. Reece). 60. Salmons 2,500 (Sarayac, Buchet).

61. Fiat 1,901 (C. Bebis, A. Miroglannis). 62. Bristol 1,971 (J. Utley, J. Boardman). 63. Ford 2,262 (Mrs. Cooke, Mrs. Hamilton). 64. Ford 2,790 (L. Hartley, K. Karlsson). 65. Riley 2,443 (L. Sims, R. Stokes). 66. Peugeot 1,230 (P. David, J. Mettlin). 67. Skoda 1,069 (H. Ungler, L. Aker-shud). 68. Citroen 1,911 (H. Marang, D. Manoukian). 69. Mercedes 2,195 (Mrs. Molander, Mrs. Lindberg). 69. Fiat 1,089 (R. Busch, B. Busch). 69. Riley 2,443 (J. Bremner, A. Oldworth).

72. Citroen 1,911 (R. Marion, H. Peyrot). 73. Mercedes 2,996 (Fabregas-Bas, C. Basadonna). 74. Skoda 1,069 (G. Johansson, R. Bagen). 75. Citroen 1,911 (C. Capraves, P. Alexandre). 76. Skoda 1,069 (H. Helpe, V. Aalto). 76. Austin 1,489 (J. Sears, A. Scott-Brown). 78. Peugeot 1,468 (R. Heipman, P. Carpentier). 79. Jaguar 3,442 (L. Averbury, R. Croft). 80. Simca 1,221 (R. Fasnach, C. Meyer).

81. Skoda 1,069 (J. Lumme, D. Lundin). 82. Austin 2,639 (G. Burgess, N. Croft-Pearson). 83. Jaguar 3,442 (P. Jopp, G. Jopp). 84. B.M.W. 2,580 (Prince Metternich, C. von Kakebush). 85. Austin 2,639 (Mrs. Johns, Miss Moss). 86. Ford 2,460 (J. Kvarnstrom, E. Dagrup). 87. Ford 1,498 (R. Neileman, M. Skarringe). 88. Ford 1,172 (J. Young, J. Coombs). 89. D.K.W. 896 (H. Wasberg, C. Zalus). 90. Sunbeam 2,267 (H. Davis, J. Lewis).

91. Peugeot 1,468 (Mme Cherret, J. Menneron). 92. Standard 2,088 (P. Cooper, C. Kimber). 93. Panhard 851 (R. Leclercq, M. Oia). 94. Peugeot 1,230 (H. Zeid, J. Bockhout). 95. Opel 1,468 (W. van Zuiden, J. Bieker). 96. D.K.W. 896 (L. Samsing, H. Torgensen). 96. Ford 2,262 (M. Davis, N. Taylor). 98. Volkswagen 1,192 (W. Moser, G. Brasser). 99. Fiat 1,089 (J. Huiter, M. Duryzing). 100. Simca 1,230 (A. Trignano, E. Morillon). 100. Austin 2,639 (G. Stratton, T. Parkes).

102. Standard 948 (M. Crosby, C. Banham). 103. Standard 2,088 (P. Bolton, A. Slater). 105. Alfa Romeo (G. Valerio, B. Bontini). 105 D.K.W. 896 (R. Bopfen, Badoche). 106. Peugeot 1,468 (J. Mariage, A. Berthier). 107. Riley 2,443 (R. Merck, A. Grant). 107. Riley 2,443 (A. Warren, P. Wilson). 108. D.K.W. 896 (M. Meier, K. Geiss). 110. Jaguar 3,442 (C. Pilgrim, J. Huntridge).

111. Peugeot 1,468 (P. Souchon, F. Gravier). 112. Skoda 1,069 (M. Fousek, V. Ciskovsky). 113. D.K.W. 896 (G. Baumann, F. Brochet). 114. Standard 948 (B. Basse, Viscount Boyne). 115. Renault 747 (J. Viazzi, M. Roux). 116. Simca 1,230 (R. Marchand, V. Colucci). 117. Aston Martin 2,922 (L. Leston, P. Salomons). 118. Alfa Romeo (H. Humet, E. Sala). 119. Simca 1,230 (Mmes Roualt and Texier-Solbault). 120. Alfa Romeo (J. Aumas, W. Brandt).

121. Ford 1,172 (D. Uren, J. Uren). 122. Sunbeam 2,267 (Miss van Dam, Mrs. Hall). 122. Jaguar 3,442 (J. Ashworth, J. Raper). 124. Jaguar 3,442 (P. White, J. MacAdam). 125. Peugeot 1,468 (M. Worms, E. Mouche). 126. Volkswagen 1,192 (P. Sostrom, A. Bohm). 127. Ford 1,172 (J. Reetz, A. Collinson). 128. Austin 2,639 (R. Baxter, R. Phillips). 129. Simca 1,230 (M. Raimond, R. Coll). 130. Fiat 1,935 (S. Mouratopoulos, D. Rapakoulas).

131. Renault 747 (J. Vial, G. Panual). 132. Porsche 1,488 (H. Dobler, J. Tietzsch). 133. Standard 948 (T. Wisdom, C. Smith). 134. Volkswagen 1,192 (D. Uren, J. Uren).

Class Winners: Category 1 (normal series production touring cars).

Class 1 (over 2,000 c.c.): 1. Jaguar, 3,442 (R. Adams, 2. Mercedes 2,171 (W. Schick). 3. Sunbeam 2,267 (D. Harper).

Class 2 (1,300 to 2,000 c.c.): Citroen 1,911 (P. Courtes). 2. Alfa Romeo 1,894 c.c. (H. Massland). 3. Peugeot 1,468 (L. Davanier).

Class 3 (750 to 1,300 c.c.): 1. D.K.W. 896 (M. Grosogest). 2. Volkswagen 1,192 (W. Levy). 3. Panhard 851 (P. Malling).

Class 4 (up to 750 c.c.): 1. Panhard 745 (R. Cotton). 2. Panhard 745 (R. Masson). 3. Panhard 745 (M. Poruch).

Category 2 (Grand Turismo and special series touring production cars).

Class 1 (over 2,000 c.c.): 1. Lancia 2,451 (L. Chiron). 2. Lancia 2,451 (A. Roque). 3. Mercedes 2,996 (W. Tak).

Class 2 (1,300 to 2,000 c.c.): 1. Alfa Romeo 1,975 (K. Bollet). 2. Porsche 1,488 (Madame Blanchoud). 3. Porsche 1,488 (Vilron).

Class 3 (750 to 1,300 c.c.): 1. Porsche 1,266 (A. Gecon). 2. Peugeot 1,230 (P. Guiraud). 3. Peugeot 1,230 (J. Rolland).

Class 4 (up to 750 c.c.): 1. Renault 747 (G. Monraisse). 2. Renault 747 (Mlle. Thirion). 3. Renault 747 (P. Condriell).

Coupe des Dames: Porsche 1,488 (Mesdames Blanchoud and Alzray de Roq).

Team Prize: Sunbeam 2,267 (P. Harper; J. Ray; S. Van Damm).

Road Safety and Comfort Composition: R.A.C. Trophy, Standard Vanguard III 2,088 (Gatsonides and Becquart).

Security, Standard Vanguard III 2,088 (Gatsonides and Becquart). Comfort, Austin Westminster 2,639 (Couper and Fillingham).

wagen 1,192 (M. Pretre, J. Berard). 135. Renault 747 (L. Chardin, P. Martin). 136. Peugeot 1,230 (M. Holz, R. Tilvillier). 137. Simca 1,230 (E. Brady, G. Ritzel). 138. Borgward 1,445 (R. Prydz, N. Ringdall). 139. Ford 2,262 (R. Brinkman, D. Silverton). 140. Panhard 851 (J. Hocquard, J. Frolich).

141. Austin Martin 2,922 (K. Carter, R. Rapnor). 142. Simca 1,230 (G. Branche, M. Landeaux). 143. Bristol 1,971 (M. Owens, A. Pitts). 144. Simca 1,230 (R. Barthelemy, J. Derr). 145. Simca 1,221 (P. Gals, R. Villard). 146. M.G. 1,489 (L. Grimith, T. Underhill). 147. Allard 4,375 (B. Allard, T. Allard). 148. Standard 948 (D. Taylor, L. Tracey). 149. Salmons 2,500 (P. Lespiat, J. Piauxou). 150. Standard 948 (G. Macgregor, Count de Salis).

151. Austin 2,639 (R. Gibson, K. Ballisat). 152. Sunbeam 2,267 (E. Evans, E. Stephens). 153. Jaguar 3,442 (C. Vard, A. Jolley). 154. Standard 2,088 (Mrs. D. Osborn, Mrs. L. Grounds). 155. Panhard 745 (Y. Aurilacome, J. Mazel). 156. Pan-

hard 850 (J. Game, M. Carol). 157. D.K.W. 896 (A. Fursac, A. Dupuy). 158. Austin 2,639 (R. Harris, R. Woolaway). 159. Standard 2,088 (J. Stoddart, W. Stoddart). 160. Humber 4,138 (H. Shillaber, J. Carruthers).

161. Saab 764 (H. Kronegard, A. Johnson). 162. Lancia 2,451 (O. Andre, H. Soler). 163. Standard 2,088 (Mrs. L. Ashfield, Mrs. Wilton Clarke). 164. Salmons 2,500 (G. Langlois, Mme. R. Langlois). 165. Simca 1,230 (Berty, Mme Dany). 166. Alfa Romeo 1,894 (G. Termentis, C. Licouris). 167. Ford 2,262 (R. Sleigh, J. Risk). 168. Studebaker 3,812 (C. Merkle, P. Vaudecal). 169. Fregate 1,997 (R. Cania, A. Perodeau). 170. Daimler Benz 1,767 (W. Sauerbrei, R. Porell).

171. D.K.W. 896 (S. Vold-Johansen, C. Carlen). 172. Alfa Romeo 1,975 (G. Garcia-Fernandez, J. Gelaya-Gutierrez). 173. Citroen 1,911 (J. Lucas, 3. Du Faur). 174. Vauxhall 2,262 (E. Ross, H. Elliott). 175. Renault 747 (H. Glocker, G. Erner). 176. Ford 2,262 (L. Handley, N. West). 177. Standard 948 (H. Brooke, C. Hardman). 179. Renault 747 (H. Courtois, C. Cordoues). 180. Fiat 1,089 (E. Womfsl, Dr. L. Bender).

181. Ford 2,262 (R. Haddow, J. Pearson). 182. M.G. 1,489 (G. Whiteaway, H. Birrell). 183. Opel 1,489 (M. Lindqvist, M. Filina). 184. Skoda 1,069 (P. Macchi, A. Macchi). 185. Ford 1,172 (J. Bhand, Mrs. Shand). 186. Ford 2,262 (J. Kemsley, P. Fotheringham). 187. Opel 1,489 (J. Permasoglu, S. Selgank). 188. Jaguar 2,442 (A. Nuttall, W. Albrecht). 189. Lancia 2,266 (L. Do Rego Mello, L. Aguiar). 190. Simca 1,230 (N. Papamichael, C. Nicolopoulos).

191. Ford 1,172 (D. Barker, E. Snuscher). 192. Ford 4,450 (J. Ewald, J. Wells). 193. Sunbeam 2,267 (L. Ekrem, C. Borch). 194. Austin 2,639 (W. Cooper, P. Fillingham). 195. Ford 2,262 (Grantham, Brown). 196. Jaguar 3,442 (P. Grounds, W. Johnson). 197. Aston Martin 2,580 (A. Auri, Y. Giraud-Cabantous). 198. Skoda 1,069 (V. Bobek, V. Krcel). 199. Vauxhall 2,262 (W. Burnett, R. Daiglish). 200. Chevrolet 4,340 (C. Lundsteen, J. Jorgensen).

201. Porsche 1,582 (O. Persson, Blomqvist). 202. D.K.W. 896 (W. Schluter, S. Eikelmann). 203. D.K.W. 896 (P. Papadopoulos, Mme. E. Adossidou). 204. D.K.W. 896 (O. Nyden, E. Nyden). 205. Goliath 688 (H. Eklund, N. Eklund). 206. Alfa-Romeo 1,975 (L. Coulbeuf, R. Aumaitre). 206. Volvo 1,420 (Granis, R. Cronholm). 206. Alfa-Romeo 1,894 (J. Laroche, R. Radia). 209. Jaguar 3,442 (V. Cooper, W. Holland). 210. Alfa-Romeo 1,290 (E. Haarla, P. Geitel).

211. Ford 2,262 (W. Todd, D. MacCaldin). 211. Ford 2,262 (T. Skuse, H. Adams). 213. Citroen 2,967 (R. Kissler, G. Molino). 214. Renault 747 (A. Escarraz, Ch. Jean). 215. M.G. 1,489 (J. Nairn, P. Dundas). 216. Opel 1,488 (T. Kolbeck, J. Rephoffs). 217. Standard 948 (L. Taylor, J. Laing). 218. Austin 2,639 (P. Baker, H. Appleby). 219. M.G. 1,489 (P. Vivian, Mrs. A. Vivian). 220. Fiat 1,995 (H. Chiericato, A. Sarto).

221. Ford 2,262 (J. Kenyon, G. Clark). 222. Fiat 1,089 (A. Bertoglio, F. Locet). 223. Mercedes 2,996 (M. Becker, R. Becker). 224. Ford 2,262 (K. Richardson, V. Richardson). 225. Sunbeam 2,267 (P. Hooper, P. Nelson). 226. Peugeot 1,468 (Laurent, J. Darnat). 227. Daimler 2,433 (C. Key, J. Key). 228. Ford 2,262 (J. Bewley, I. Webb). 229. Fiat 1,089 (Mme. M. Maince, Mme. Thourat). 230. Jaguar 3,442 (D. Dellling).

231. Austin 1,491 (Miss E. Cullen, K. Graves). 232. Ford 2,262 (J. Chronides, G. Margaritis). 233. Skoda 1,069 (A. Ingier, S. Ekornes).

The Sport . . .

JUAN FANGIO, native of the Argentine, appropriately won last Sunday's Grand Prix in that country for Ferrari, at an average of 79.37 m.p.h. Second was Jean Behra (Maserati), and third Mike Hawthorn in the Owen Maserati. Moss, driving for Maserati, held Fangio at bay for the first 67 laps, having covered many of these with a failing engine. He retired on the 80th lap. Gonzalez (Maserati) and Collins (Ferrari) also retired, and even Fangio had to take over Musso's car on the 24th lap when his own broke down. He raised the lap record with a speed of 83.10 m.p.h.

TONY BROOKS is the latest recruit to the Owen Racing Organization, and will perform as number two driver in the

team led by Mike Hawthorn. If ever a man deserved a chance such as this to prove his mettle, Brooks does, and we wish him a very successful season. Having already contracted to drive for Aston Martin in sports car events, he had first to arrange with that firm to be released for formula 1 and formula libre races at the wheel of a B.R.M.

WIGRAM AIRFIELD, near Christchurch in New Zealand, was the scene of a second victory for Peter Whitehead in the 100-mile Lady Wigram Trophy race. His Ferrari shot into the lead at the start and held it throughout, ahead of Tony Gaze in another Ferrari. These two drivers were placed first and second respectively in the 1954 race. Third was Leslie Marr in a Connaught, and fourth Reg Parnell (Aston Martin).

Monte Carlo Rally



SHELL Sweeps the Board

General Classification

1st JAGUAR	R. Adams
3rd (equal) SUNBEAM	P. Harper
D.K.W.	N. Grosgeat

Coup des Dames

1st PORSCHE	Mme. Blanchoud
2nd RENAULT	Mlle. Thirion

Team Prize

(Charles Faroux Challenge Trophy)

SUNBEAM

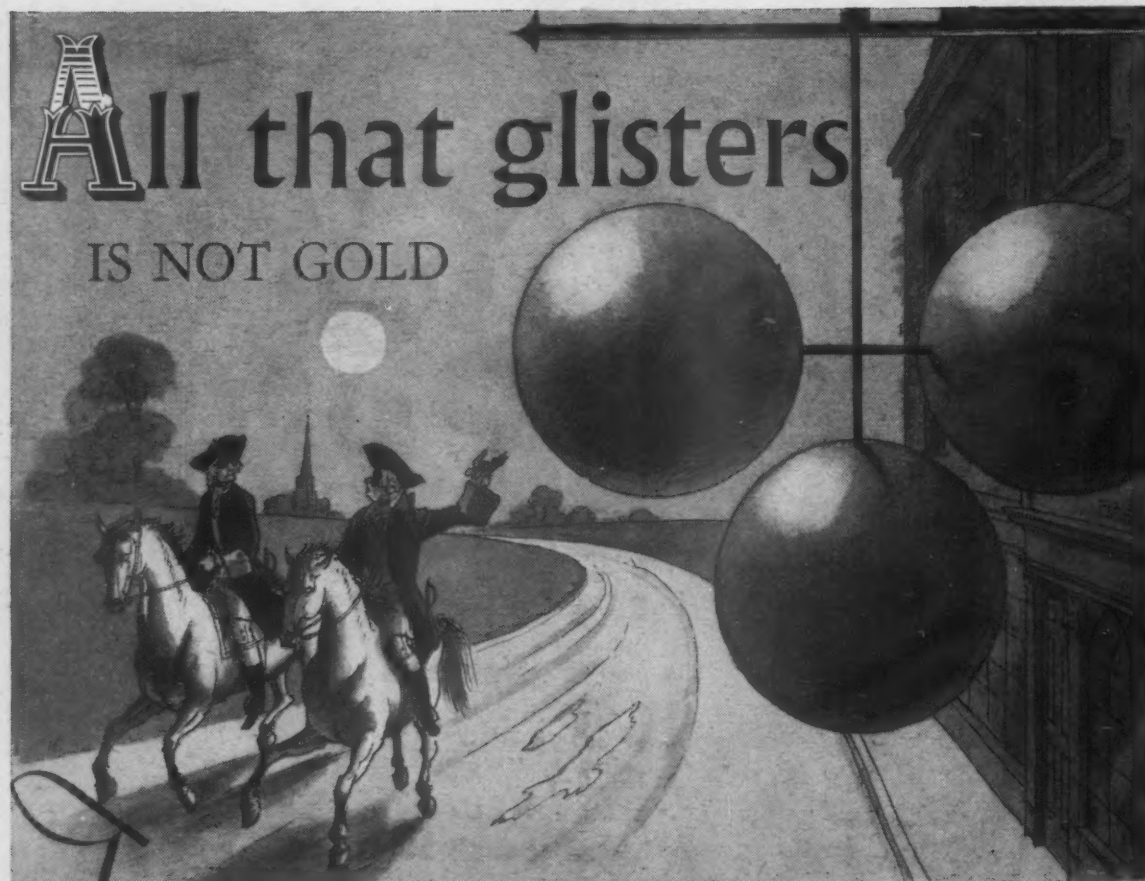
and five class wins

All also using Shell with I.C.A.

(subject to official confirmation)

Three times in the last four years British cars have won the Rally. Each one used Shell petrol and Shell X-100 motor oil.

SHELL X-100 MOTOR OIL—THE RIGHT PARTNER FOR SHELL WITH ICA



THREE GREAT golden balls glistened in the moonlight. "Zounds!" cried the First Robber—"there's as pretty a sight as ever I did see, all set out werry neat and orderly, and all a-ready for the taking of by two enterprising gents with an eye to business. Do you give me a leg, Skipper, and I'll part 'em from their moorings werry brisklike—afore ye can say Jack Ketch!"

"Tch!" murmured his companion, a man of sharper intellect and wider experience than honest Jeremy—"such simple faith is sadly misplaced, old friend. These globes are neither gold nor other precious metal, being wrought—probably in Birmingham—of brass. Hollow at that—" he added testily, rapping one of them with his cane. It gave out a dull, lack-lustre note.

Jeremy frowned. "Werry misleading and unethical," he muttered, "It's them sort of things from what man's ingratitude springs." He paused, pleasingly fuddled by his little rhyme.


"Speaking of springs," said the Captain darkly, and sounding suspiciously like an advertisement, "there's *another* bone of contention in this imperfect world. Did you know that the cheapest of springs may look every bit as good as the finest

quality spring, specially designed and made for ultra-high performance? And, like the three golden balls, it's only when you come to try 'em out that you find you've been conducted up the garden path. Truly 'All that glisters is not gold'! Which reminds me, I really must redeem Lord Hartlebury's timepiece..."

Advertiser's Announcement

Don't take unnecessary risks...

SPECIFY
SPRINGS BY
SALTER



Famous for
Springs since 1760

TO BE SURE!

GEO. SALTER & CO. LTD., WEST BROMWICH



Another **MINTEX** Monte Carlo

Once more, British cars equipped with MINTEX
Brake Liners took pride of place in the gruelling Monte Carlo Rally.
And, once more, we take pleasure
in offering our congratulations to

FIRST AND OUTRIGHT WINNER

The Mintex-equipped

JAGUAR Mk VII Saloon

(R. J. Adams

F. Biggar

D. Johnston)

WINNERS OF THE TEAM PRIZE (nominated cars)

The three Mintex-equipped SUNBEAMS driven by

Peter Harper

Jimmy Ray

Sheila Van Damm

David Humphrey

John Cutts

Anne Ha'll

Peter Elbra

John Waddington

Yvonne Jackson

(subject to official confirmation)

When high performance counts

MINTEX

you can rely on **BRAKE LINERS**



'Be there in ten minutes,'

I promised. And then

How was I to tell that my starter battery would let me down at that crucial moment? I didn't know then what I know now—that cold weather and long, dark nights can play havoc with a battery, unless it is a very good one. That's why my garage recommended a Crompton. It's built to give peace of mind even in the worst winter weather.

Ask your garage for a

Crompton
BATTERY



The standard starter battery with the best guarantee of all.

MADE BY CROMPTON PARKINSON LTD.

People don't realise how much power
worn valve springs waste.

Until they put in a new set of Terry's!

The difference then is quite
astounding on hills,
when passing traffic, in better M.P.G.

**miles
more
pep**

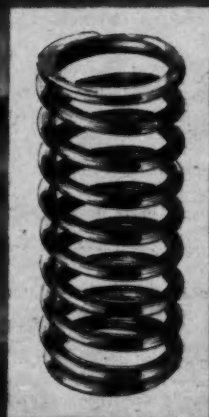
Wise motorists specify Terry's when
new valve springs are needed.

Made by Britain's leading spring
specialists they are therefore
that much better.

Every good garage keeps them.

refit with **TERRY'S**

new valve springs



TERRY'S IGNITION TOOL

Combined spanner
and screwdriver
for points, coil and
distributor nuts
and screws. 1/6 each.



**TERRY'S BATTERY
TERMINAL REMOVER**

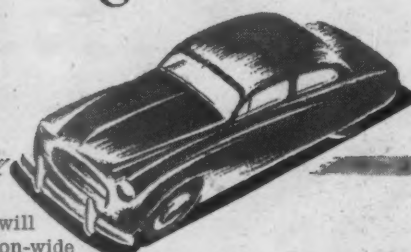
Strong, light,
cadmium plated
finish. Will pull
the most obstinate
terminal. 5/- each.



TERRY'S MAGNETO SPANNERS

The 'Midget' has 8
different spanners,
a #12 feeler gauge
and a screwdriver,
2/- each.

10,000 miles from now... you'll be glad*



Long after you have bought your used car at Henlys you will be congratulating yourself for dealing with a firm whose nation-wide reputation is built solely on RELIABILITY! Henlys make car buying SAFE... with 4 months' guarantee, 7 days' trial—and the fullest hire purchase terms are available. Examples from our current stock:-

1954 ARMSTRONG SIDDELEY Sapphire saloon, pre-selector gearbox, heater, etc., twin carburettors. Very pleasing appearance and performance. Two-tone green with green interior.....	£995	1954 JAGUAR XK.120 fixed head coupe, heater, high lift cams, twin exhausts, etc. A superb example. British racing green with grey interior.....	£1,045
1954 AUSTIN Princess saloon, radio, heater, etc. A specimen car, in outstanding condition. Black with biscuit interior.....	£1,675	1951 JAGUAR XK.120 sports tourer. Radio, twin foglamps. A first class example for the year. Red with beige and red interior.....	£775
1954 AUSTIN A.70 Hereford saloon, heater, fog-lamp, screen washers, loose covers. Chassis undersealed. An excellent example. Blue with blue interior.....	£595	1954 ROVER 90 saloon. Heater, etc., radio, spot and fog lamps, wing mirror, wheel trims, whitewall tyres. Very carefully used and maintained. Two tone grey with grey interior	£995
1955 AUSTIN A.50 de luxe saloon, radio, heater, wing mirror, loose covers. Very carefully used. Grey with red interior.....	£675	1953 ROVER 75 saloon, heater, etc. Twin spot lamps. Extremely well-kept. Green with green interior.....	£825
1954 FORD Zodiac saloon, heater, spot and fog lamps, wing mirrors, whitewall tyres, etc. Chassis undersealed. In excellent order throughout. Grey and green with matching interior.....	£665	1952 STANDARD Vanguard saloon. Radio, heater, loose covers, wing mirrors. A genuine and well maintained car. Black with fawn interior.....	£495
1953 HILLMAN Californian saloon, heater, wing mirrors. An immaculate and distinctive car. Black and ivory with red interior.....	£695	1955 SUNBEAM TALBOT 90 convertible coupe. Heater, whitewall tyres, wheel trims, etc. An attractive and immaculate car. Grey with maroon interior and black hood.....	£1,045
1954 HUMBER Super Snipe touring limousine, radio, heater, demister, fog lamp, wheel trims. Faultlessly maintained. Grey with red interior.....	£825	1955 VAUXHALL Cresta saloon. Heater, whitewall tyres, wheel trims, etc. Completely unmarked. Grey and cream with red and cream interior.....	£795
1954 JAGUAR Mark VII saloon, overdrive, heater, etc. In beautiful condition throughout. Battleship grey with grey interior.....	£1,075	1955 WOLSELEY 6.90 saloon. Radio, heater, twin fog and pass lamps, wheel trims, screen washers. As new. Dark grey with maroon interior.....	£975



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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ASTON MARTIN

A CLAND & TAYLOR, Ltd., Welwyn By-Pass, Herts., Welwyn 481-2-5, offer:—
1955 (Nov. '54) Aston Martin DB2-4 3-litre saloon, finished metallic green, radio, low mileage, immaculate condition throughout; £1,750; maximum h.p. terms available. (C1001)
1952 (September) Aston Martin DB2 sports saloon, green, one private owner only, in immaculate condition throughout; £1,225.—W. S. Maidens, Clarendon, Lincs. (Tel. 135.) (C1932)
A STON MARTIN 1955 saloon, blue, blue leather, A heater, 5,000 miles, very carefully used by fastidious owner; absolutely immaculate; £2,150, or would exchange with cash adjustment for Mark II hard top.—Box 8195. (C1908)
1954 Aston Martin DB2-4 sports saloon, black with cream leather upholstery, fitted H.M.V. radio, heater, screenwashers, spot lamps and 4 new Dunlop speed tyres, in immaculate condition, maintained regardless of cost, would consider suitable car in exchange; £1,725.—Rolls, Hermitage House, Hermitage, Newbury, Berks. Hermitage 252 or Newbury 2003 during business hours. (C1725)

AUSTIN A30

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—
1954 Austin A30 2-door saloon, black with beige upholstery, heater, low mileage, one owner, excellent condition. (C3042)
W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Hillside 6621. (C3042)
W ESSEX MOTORS, Bridge St., Andover. (C4087)

1954 Austin A30 4-door saloon, heater, loose covers, foglamp; a carefully used one-owner car; fit with black vinyl radials. (C4087)
T ELPHONE Mr. Harriet, Andover 2326. (C4087)

1955 model A30 Austin saloon, 2-door; £230. (C4087)

GEORGE NEWMAN & Co., 360, Euston Rd., London, N.W.1. Euston 4466. (C3023)

1955 Austin A30, black/beige, 9,000 miles; £265.—

1953 Austin A30, beige/red, 4-door, heater; £425. (C3023)

NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18. (Few minutes Clapham Junction.) Batt. 2252. (C3023)

1954 Austin A30 2-door sal., fawn, spotless; £225. (C3023)

B ERTHAM COWEN, Ltd., Hermitage Lane, Streatham, S.W.20. (C3023)

A30 (November) 1952, beige, red upholstery; £385. (C3023)

A USTIN A30 2-door saloon 1954, green with green upholstery, fitted with heater, 9,000 miles, one owner; £225. (C3023)

A USTIN A30 4-door saloon 1954, black with red upholstery, fitted with heater, 16,000 miles; £410.—Oxford, Welbeck 6829. (C1749)

P RIDE & CLARKE, Ltd.—1955 Austin A30 4-door saloon, 7,000 miles, £459; 1954, 8,000 miles, heater, £419.—Stockwell, S.W.9. (C3061)

1954 Austin A30 2-door, small mileage; £430.—

W H. Western 2312. (C3061)

1955—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.2. Tel. Colindale 3165. (C3096)

H I-POWER twin carburettor conversion gives fantastic performance with economy; £33 fitted, including modified cylinder head, etc.; send for data and price list. (C3096)

A LEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (C1094)

1955 Austin A30 4-door saloon, grey, red leather, 5,000 miles with heater, 16,000 miles; £410.—

1954 Austin A30 4-door saloon, black/brown interior, one owner, heater, loose covers, 9,000 miles only, immaculate throughout; £410; both 4-month B.M.C. warranty, Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandryke 1166. (C4054)

AUSTIN EIGHT

1947 (September) Austin 8 4-door sunroof de luxe saloon, 2 owners, nice condition throughout; £285.—Col. 7542. (C1978)

1947 Austin 8 saloon, a very sound clean car; two from £295.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (C4019)

AUSTIN A40

B ENTALLS, Ltd. (C1095)

1952 Austin A40 Somerset, blue, beige upholstery, sliding head, heater; £495.—Kingston-on-Thames, Kingston 1001. (C1095)

C AR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. (C1039)

A USTIN London distributors. (C1039)

1954 Austin A40 Somerset saloon, heater; £535. (C1039)

1955 Austin A40 Cambridge saloon, heater; £590. (C1039)

C AR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. (C1039)

B J. HUNTER, Ltd., offer:— (C1039)

1956 series Austin A40 saloon, works mileage only; £710.—Below. (C1039)

1953 Austin A40 four-door coupe, excellent condition, unmarked; £549.—Below. (C1039)

1953 Austin A40 saloon, late director's car; £325. (C1039)

B J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C3040)

1952 Austin A40, black/beige, one careful owner; £395. (C3040)

NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18. (Few minutes Clapham Junction.) Batt. 2252. (C3023)

S IMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:— (C1012)

1951 Austin A40, reconditioned engine; £380. (C1012)

1952-3 Austin Somerset, one owner, heater; £485.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

AUSTIN A40

1954 Austin A40 de luxe, sunroof; £515.—Ashford, Middx. 2068. (C1740)

A USTIN A40 Devon saloon 1951, green with brown leather upholstery, fitted with heater; £555. (C1752)

A sliding roof and heater, 18,000 miles; £475.—Oxford, Welbeck 6898. (C1752)

1954 Austin A40 coupe, 15,000 miles, heater, etc., as new, B.M.C. guarantee. (C4019)

G REEN & ZONIS, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 325-5. (C3028)

£435—Austin A40 Somerset 1953 model, heater, excellent condition; terms, exchanges.—Perivale 0530. (C3028)

1954 Austin A40 Countryman, heater, immaculate; £425.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3165. (C3096)

1952 Austin A40 Somerset sunroof saloon, beige, beige, radiator, heater, excellent condition; £445; part exchanges, deferred terms. (C3096)

M ILLHALL SERVICE, 55, South Edwards Square (near Kensington High St.), London, W.8. Western 2280. (C3011)

1952 Austin A40, really beautiful condition; £450.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (C3023)

A RCHIE SIMONS & Co., Ltd., 1954 Austin Somerset blue/blue leather, fitted heater, one owner, nominal mileage, immaculate; £545. (C3011)

1951 fitted heater, 10,000 miles, de luxe, grey/blue leather, heater and sunroof, excellent condition; £395.—G. G. Portland & W. L. Lan. 1543. (C3011)

1954 Austin (July) Austin A40, black, heater, 22,000 miles, excellent condition; £500.—Salmons Garage, Ltd., Temple Bar 3338. (C4029)

1954 (June) A40 Somerset coupe, 15,000 miles, green, one owner, leather, heater, seat covers, unblemished; £595.—Campbell Symonds, Weymouth 2508. (C3028)

1951 (November) G.S.5 A40 saloon, green, brown hide, heater, sliding roof, etc., one owner, excellent order; £595.—Robbins, East Putney. (C3010)

1955 Austin A40 Cambridge, black, heater, choice of 3, low mileage; £585.—Cordon Cars (London), Ltd., Highfield, Golders Green Rd., N.W.11. Speedwell 9761. (C3025)

1953 Austin A40 four-door coupe, heater, any examination; £475.—R. S. Mond (Salms) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C3011)

£395—1951 A40 Countryman, immaculate condition, genuine bargain; £395.—P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-9. (C3024)

1955 Austin A40 Cambridge, black with red trim, B.M.C. guarantee. (C3010)

1954 Austin A40 saloon, grey, blue leather, radio, heater, sunroof, 10,000 miles only, one owner, as new, guaranteed; £575.—King's Motors, 1, High St. Roussell, Tel. 3532. (C3049)

1951 Austin A40 saloon, heater, excellent condition throughout, black; £395; terms, exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3025)

1954 Austin A40 Somerset, blue, extra; £525 o.n.o.—Waite Brothers, Ltd., Castle Garage, Sevenoaks Rd., Otford, Kent. Tel. Otford 636 and 637. (C3025)

1954 Austin A40 Somerset convertible, black, 1953 heater, one owner, low mileage, guaranteed; £465; exchanges, terms.—Palmer, 3, Russell Gardens, Mers. Kingston, W.14. Park 9704 and 568. (C3024)

1953 (Oct.) Austin (84) saloon, one owner, 15,403 miles, black/red hide, sun roof, heater, overriders, vinyl mirrors, specimen car supplied new and maintained by J. D. 525. (C3025)

J WESTERN 7181. (C1069)

T ANKARD & SMITH, Ltd., offer 1954 Austin A40 Somerset saloon, black/red, 18,000 miles, one owner, heater, exceptional condition; £535; 3 months' written guarantee; 194-198, Kings Rd., Chelsea, S.W.3. Fitzham 4901. (C4025)

A40 sports, July 1952, 30,000 new hood, just re-sprayed P.R. green, looke brand new, wind-screen washer, heater, low lamp; £560. Seen London or Devon area.—Havers, Westlake, Dilton, Wiltshire, Dev. 268. (C1820)

1955 Austin A40 Cambridge de luxe saloon, black, red leather, one owner, 9,000 miles genuine, as new throughout, 4-month B.M.C. warranty; £665.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandryke 1166. (C4054)

AUSTIN A50

C MI CAR SALES (Pri. 6623), offer:— (C1069)

1955 Austin A50 de luxe saloon, grey, one owner, taxed; £665; credit of several. (C1069)

T HREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1061)

1955 Austin A50 saloon, heater, grey, 7,000 miles; £595. (C1061)

G EORGE NEWMAN & Co., 360, Euston Rd., London, N.W.1. Euston 4466. (C3023)

"H I-POWER" twin carburettor conversion gives amazingly improved performance. (C3023)

H IGH-RATIO rear axle now available; send for data and road tests. (C3023)

A LEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (C1094)

1954 A50 Cambridge, Chelsea grey, seat covers, two fog lamps, one careful owner; £625.—Campbell Symonds, Perivale 4456. (C1037)

1955 (February) A50 de luxe saloon, black/red leather, 10,000 miles genuine, immaculate condition; £635. H. Page & Sons, Ltd., 39, Ballards Lane, N.3. Finchley 7113-6. (C1777)

AUSTIN TWELVE

1947 saloon, black, brown leather, one owner; £325.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 841-2. (C3075)

AUSTIN SIXTEEN

H EARSSES, Hearses, Hearses—We build heater or de luchs on the 16 chassis. Brochures available. (C1102)

A LPE AND SAUNDERS (COACHBUILDERS), Ltd., A Station Approach, New Gardens, Richmond 1161. (C1102)

1948 Austin 16hp saloon, one owner from new, very clean; £235.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Dorking, S.W.2. Tel. Tulse Hill 7106. (C4071)

AUSTIN A70

C AR MART, Ltd., (C1012)

A USTIN London distributors. (C1012)

1954 Austin A70 Hereford saloon, sliding head, heater; £535. (C1012)

C AR MART, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. (C1039)

B ROOKLANDS: Austin retail dealers. (C1039)

1953 Austin A70 saloon, radio, heater. (C1012)

P ART exchange; guarantee. (C1012)

103 New Bond St., London, W.1. Mayfair 8551. (C1029)

A USTIN A70, apt registered July, 1951, beautiful condition; £545.—Arnold 2246. (C1037)

1952 A70 in perfect condition at the low price of £415. (C1037)

S COOT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7778/8076. (C4016)

H EARSSES, Hearses, Hearses—We can supply deck heaters on the A70 chassis, brochures available. (C1012)

A LPE AND SAUNDERS (COACHBUILDERS), Ltd., A Station Approach, New Gardens, Richmond 1161. (C1102)

S IMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:— (C1012)

1952 (late) Austin A70, one owner; £375.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

1953 (October) Austin A70 Hereford, grey/blue sunroof, heater, superb condition; £495. (C3022)

NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18. (Few minutes Clapham Junction.) Batt. 2252. (C3022)

1953 Austin A70 Countryman, excellent condition; £375.—Dorking Motor Co., Ltd., Dorking 1161. (C1095)

A USTIN A70 Hereford saloon 1953, fawn with fawn leather upholstery, fitted with heater; £495.—Oxford, Welbeck 6898. (C1752)

1949 Austin A70 Hampshire, radio, heater, 30,000 miles, excellent condition; £325.—Salmons Garage, Ltd., Temple Bar 3338. (C4029)

1953 Austin Hereford, one owner, black, heater, 28,000 miles, exceptional condition; £495.—Salmons Garage, Ltd., Temple Bar 3338. (C4029)

1951 Austin A70 Hereford saloon, blue, grey, heater, excellent condition; £395; part exchanges, deferred terms. (C3011)

M ILLHALL SERVICE, 55, South Edwards Square (near Kensington High St.), London, W.8. Western 2280. (C3040)

1954 A70, green, brown upholstery, overdrive, heater, screenwashers, one owner, really immaculate; £595.—Bowers Park 4758 after 7 p.m. (C3040)

£495—1953 Austin A70, sun roof, one owner, excellent order; Gordon Oak (London), Ltd., Highfield, Golders Green Rd., N.W.11. Speedwell 9761. (C3025)

1953 A70 Stanhope Countryman, a symphony in wood; £585.—Conway Motors (Hove), Ltd., 107, Kings Rd., Chelsea. Fitzham 7658 and Hove 30107. (C3010)

1952 (April) Hereford saloon, beige, brown hide, 10,000 miles, fine condition throughout; £435.—Robbins, East Putney. Tel. 7851. (C3010)

AUSTIN A80

C AR MART, Ltd., (C1012)

A USTIN London distributors. (C1012)

1953 Austin A80 Atlantic saloon, radio, heater; £575. (C1012)

1955 Austin A90 Westminster de luxe saloon, heater; £715. (C1069)

C AR MART, Ltd., 163, Bromley Rd., Caisford, E.6. E. Hither Green 1005. (C1069)

S IMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:— (C1012)

1952 (Dec.) Austin A90; £395.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

A90 Atlantic convertible, h.r., h.r., radio, immaculate condition throughout; £445.—Tel. Haverstock 3977. (C1781)

1952 Austin A90 Atlantic hard top, radio, heater, as new; £450.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.2. Tel. Colindale 3165. (C3096)

"H I-POWER" twin carburettor conversion gives greatly improved performance; send for data and road tests. (C3023)

A LEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (C1094)

£465—Austin A90 convertible 1950-1, all-electric hood and windows, one owner; many others.—Bennet, 1, Clarendon Rd., Holland Park, London, W.11. Park 5084-7. (50 yds Holland Park Tube.) (C1017)

£395—Austin A90 Atlantic drop head coupe, 1950 model and registration, in very good condition both bodily and mechanically, electric hood, heater and radio, excellent hood and tyres. (C1017)

"A MDE" MOTORS, Leamington Spa, 2041. Write for catalogue. Showrooms open until 8 p.m. (C1035)

AUSTIN A90 (6-cyl.)

1955 model A90 Austin Westminster saloon de luxe, small mileage; £475. (C3023)

GEORGE NEWMAN & Co., 360, Euston Rd., London, N.W.1. Euston 4466. (C3023)

1955 Austin Westminster saloon, 14,000 miles, radio and heater, taxed year; £485.—W. H. Chester Motor Co., Winchester, Hants. Tel. 3331. (C1669)

1955 (March) Austin A90 Westminster D.L. saloon, green, 17,000; £695.—Cavendish Motors Ltd., Holwell St., Chesterfield. Tel. Chesterfield 2468 & 2681. (C1829)

1955 (Oct.) Austin A90 Westminster de luxe, 7,000 miles, spruce green, green and blacuit upholstery, heater, spotlight, fog lamp, as new; £750.—Box 8851. (C1677)

AUSTIN A125 & A135

B ENTALLS, Ltd. (C1095)

1950 Austin Shearline, black, beige upholstery, radio, heater; £455.—Kingston-on-Thames, Kingston 1001. (C1095)

1952 Shearline, radio, heater, loose covers, most immaculate condition; £575.—Edney Marcus Ltd., 35, Sloane Sq., S.W.1. Tel. Belgravia 5721. (C1095)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A125 & A135

CAR MART, Ltd.

AUSTIN London distributors.

1955 Austin A135 Princess 1.6b. limousine, radio, heater, numerous extras, black with brown upholstery; £2,450. [C1039]

1952 Austin A135 Princess saloon, sliding head, heater, radio; £295. [C1039]

CAR MART, Ltd., 388, Streatham High Rd., S.W.16, Streatham 0054. [C1039]

1950 Austin Sheerline, radio, heater, perfect condition; a bargain; £375. [C1039]

SCOTT CARS, 341-347, Finchley Rd., London, N.W.3, Tel. Hampstead 7779/8676. [C4016]

1953 Austin Sheerline, black, one owner, low mileage, immaculate order; £795. [C1039]

GORDON CARS (LONDON), Ltd., Highfield, Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761. [C2023]

HEARSES, Hearses, Hearses.—We build hearer and decks on the Princess. Brochures available. [C1039]

AUSTIN Sheerline 1949, radio and heater, remarkable condition; £440.—Arnold 2246. [C1039]

1950 Austin Sheerline, usual radio and heater, one owner, very good condition throughout; £455. [C1039]

GARAGE SERVICE Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 2892. [C2019]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:— [C4015]

1950 Austin Sheerline; £415—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1952 Austin Princess saloon, black with beige upholstery, fitted radio and heater; £350. [C1855]

University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C1855]

AUSTIN HIRE CAR

1952 Austin hire car, taxi type, finished in black, one company owner, not used for hire; £300. [C2033]

ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., Paddington, W.2. Ambassador 8266. [C2033]

AUSTIN MISCELLANEOUS

51 of Hire Purchase charge on Austin, all models in stock, we can offer these attractive terms because we finance our own agreements.—Saunders, Abbott & Co., Wickham Rd., Beckenham, Tel. 1930. [C1798]

AUSTIN-HEALEY

£675.—Austin-Healey, 1954, black, red hood, good condition, pleasure use only.—Pembury 212. [C3096]

1955 (Oct.) Austin-Healey, 2,000 miles, radio and heater, 6.4, 6 new; £245.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. [C3096]

1953 (November) Austin-Healey 100, with overdrive and heater, red, black leather, not raced, exceptionally good condition; £695.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1015]

1955 Austin-Healey, in red and black, one enthusiastic owner, low mileage and fitted radio, heater, overdrive, seat covers, chrome luggage grid and many other extras; cost over £1,200 new; wonderful value at £225.—Hillwood Motors, Mill Hill (London) 4232. [C1748]

BENTLEY (3½, 4½-litre and New 4½-litre)

CAR MART, Ltd.

1953 Bentley 4½-litre Hooper sports saloon, radio, heater, passed manufacturer, black and grey with grey upholstery; £3,550. [C4057]

1953 Bentley 4½-litre R-type sports saloon, sliding head, radio, heater, passed manufacturer, grey with grey upholstery; £3,550. [C4057]

1952 Bentley 4½-litre R-type big boot sports saloon, sliding head, radio, heater, grey with red upholstery; £2,950. [C4057]

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. [C4057]

RIPFON. [C4057]

RIPFON. [C4057]

RIPFON BROS., Ltd. [C4057]

THE Northern Bentley and Rolls-Royce specialists, always have a good selection of used Bentley and Rolls-Royce cars in stock. [C4057]

WRITE, call or telephone. [C4057]

RIPFON BROS., Ltd., Huddersfield 7070 (10 lines). [C4057]

Also at [C4057]

LEEDS, Bradford, Sheffield. [C4057]

R. OWEN, Ltd. [C4057]

FROM our large and comprehensive stock we have chosen the following cars as examples:— [C4057]

1955 R type standard saloon, finished in black with red hide upholstery, fitted with automatic gearbox, 5,014 miles; as new. [C4057]

1954 Continental saloon by H. J. Mulliner, finished in dark green with beige hide upholstery, registered May, immaculate condition and fitted with many extras, including centre gear change. [C4057]

1951 4-door sports saloon by James Young, finished in dark green with green hide upholstery; fitted with many extras, and has had complete overhaul; 2 others. [C4057]

W and we invite communications from owners who have such vehicles for disposal. [C4057]

H. T. Mayfair 9050 [C4057]

MASCOT MOTORS, Ltd., offer:— [C4057]

ROLLS-BENTLEY saloons; choice of 3, from £595. [C4057]

237—343, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231. [C3007]

WESTS' MOTORS, New St., Salisbury. [C4057]

1952 Bentley 4½-litre standard saloon, large boot, small mileage, careful owner, grey with maroon leather; £2,850. [C4057]

TELEPHONE Mr. Moates, Salisbury 3275. [C4057]

BENTLEY (3½, 4½-litre and New 4½-litre)

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley. [C1082/R]

LARGEST official retailers in the world; please write for stock list. [C1082/R]

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.). [C1082/R]

PB. [C1082/R]

1937 4½ Bentley Park Ward saloon, with boot and sunshade roof, black, grey leather, all in excellent condition. [C3033]

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477/7478. [C3033]

JACQUIER, Ltd., offer:— [C2043]

1947 Bentley Mark VI standard steel saloon; £1,350. [C2043]

1938 series KT 4½ James Young drop head, most attractive car; £995. [C2043]

1937 series HK 4½ Park Ward saloon, radio, heater, 6.263. [C2043]

1936 3½ Bentley 8-door sports saloon, excellent history; £595. [C2043]

1935 3½-litre Bentley Park Ward saloon; £545. [C2043]

1934 3½-litre Barker drop head coupe, very attractive car; £545.—Jacquier, Ltd., 225-7, Ham-mersmith W.1. Ken. 9477/7478. [C2043]

RUSSELL MOTORS offer:— [C2043]

1939 Bentley (overdrive) Park Ward saloon, black, heater, excellent car. [C2043]

1937 Bentley by Thrupp & Maberly, black and silver, radio and heater. [C2043]

1936 Bentley 4½, two owners only. [C2043]

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9283. [C3060]

BROOKLANDS, individually. [C3060]

1953 (Sept.) Bentley Mark VI R type Countryman by H. J. Mulliner, immaculate condition. [C1029]

1950 Bentley Mark VI S.S. saloon. [C1029]

CONFIDENTIAL terms, guarantee. [C1029]

103, New Bond St., London, W.1. Mayfair 8351. [C1029]

H. BEART & Co., Ltd., offer:— [C1029]

1935 Bentley 3½-litre Park Ward saloon, only two owners since new, a most excellent example of this famous model, outstanding value; £465.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081]

KNIGHTSBRIDGE MOTORS, Ltd., offer:— [C1081]

1947 Bentley Mark VI, fitted with razor-edged 2-h. 4-seater sports lightweight saloon by H. J. Mulliner. [C4057]

1. Roberts Mews, Lowndes Place, Belgrave Sq., London, S.W.1. Sloane 4066. [C4057]

WORKING MOTORS (Mercedes Distributors). [C4057]

1952 Mark VI Bentley SS saloon, silver and blue, 10,000 miles genuine; £2,350. [C4057]

1938 Bentley 4½ H. J. Mulliner sports saloon, in excellent condition; £625.—Maybury Hill Garage, Woking 4277-8. [C4057]

BENTLEY 1953 saloon, big boot, privately owned, chauffeur maintained, one owner, low mileage. [C4057]

CECIL R. KAY, 84, Hampton Lane, Solihull, nr. Birmingham. [C4057]

JACK OLDING & Co. (MOTORS), Ltd., official Bentley/Rolls-Royce retailers, offer:— [C4057]

1954 Bentley 4½-litre standard saloon, black, automatic, one owner; £3,750. [C4057]

1953 Bentley 4½-litre standard saloon, black/beige hide, one owner; £3,450. [C4057]

1953 Bentley 4½-litre standard saloon, grey/red hide; £2,450. [C4057]

1952 Bentley 4½-litre H. J. Mulliner lightweight saloon, black/lan hide, one owner; £3,550. [C4057]

1952 Bentley 4½-litre standard saloon, black/brown hide, large boot, one owner; £2,950. [C4057]

1951 Bentley 4½-litre standard saloon, shell grey/red hide; £2,350. [C4057]

1950 Bentley 4½-litre standard saloon, black and beige; £1,950. [C4057]

ALL the above cars have been "passed" by our officially appointed service department. [C4057]

AUDLEY House, North Audley St., W.1. Mayfair 5243. (Open to 7 p.m.). [C3030]

THOMSON & TAYLOR (BROOKLANDS), Ltd., For-mouth Rd., Cobham, Tel. Cobham 2848-9, offer:— [C3030]

1950 Bentley standard steel saloon, finished metallic grey, low mileage; £1,825. [C1921]

1936 4½-litre Bentley Mulliner saloon, immaculate condition, Bentley history; £595.—Arnold 2246. [C1037]

1948 Bentley Park Ward standard steel saloon, black/brown, radio, heater; £1,335.—Odeon Motors, Ltd., Bar. 1144. [C3028]

1953 (Sept.) Bentley 4½-litre Mulliner saloon, finished in black and silver with red upholstery, 21,000 miles, chauffeur driven; £4,025. [C4025]

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester, Tel. 25123. [C2090]

1949 Immaculate condition, 37,000 miles, radio, tyres as new; £1,950.—Salmons Garages, Ltd., Temple Bar 3350. [C4029]

1953 Bentley saloon, R type, black, grey trim, all extras, 39,000 miles; £3,350.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey, Tel. Molesey 6189. [C4029]

BENTLEY R type, July, 1953, shell grey, blue interior, 34,000 miles, passed by the makers, just fitted 5 new India tubeless tyres, whole car as new, full history available; £3,100. [C4029]

IMPERIAL GARAGES (BLACKPOOL), Ltd., Dickson Rd., Blackpool, Tel. 21594-5. [C1843]

1952 Bentley 4½-litre standard saloon, large bore, 5,000 miles only, one owner, two-colour grey, immaculate condition; £2,950; smaller car exchange. [C1714]

1949 (October) Bentley Mk. VI saloon, blue, with blue interior, radio and heater, very nice condition; £1,495.—Acres Autos, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulsa Hill 9511. [C1002A]

BENTLEY (3½, 4½-litre and New 4½-litre)

1949 (Oct.) Bentley 4½ Mark VI saloon, magnificently body by H. J. Mulliner, black, tawn leather, chrome waistline, radio, heater.—Hors & Sons, Ltd., St. George's St., Ipswich, Tel. 2286-7. [C4057]

1954 Bentley R type standard steel saloon (big boot) with automatic gearbox, Traction Avers, pale blue upholstery, dark blue carpets, one owner; 18,500 miles only; immaculate throughout; serviced only by Bentley Motors, Crewe; £3,950. [C4057]

A.P.L.V., Hollingbury Automobile Co., Ltd., Town Hall Square, Stockport, Cheshire, Tel. Stockport 4464. [C1744]

BRISTOL [C1744]

1953 Bristol 401 saloon, black with beige upholstery; £1,550. [C1744]

1951 Bristol 401 saloon, black with beige upholstery, fitted radio and heater; £1,275.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C1854]

1949 (model) Bristol Type 400 saloon, black, radio, heater; £885.—Odeon Motors, Ltd., Bar. 1144. [C1744]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available—80, Piccadilly, W.1. Grosvenor 4141. [C1744]

1952 (May) type 401 saloon, black with beige leather, immaculate condition throughout, nominal mileage; £1,185. [C1744]

GEORGE NEWMAN & Co. (BRIGHTON), Ltd., 39-40, Old Steine, Brighton 28102-4. [C1726]

1950 Bristol 401 2-door saloon, in excellent condition, beautiful coachwork.—Eustace Watkins, Ltd., 12, Berkeley St., W.1. Mayfair 5851; or 12, Chelsea Manor St., S.W.3. Plasman 5181. [C1726]

1950 Bristol 401 saloon, engine, gear box completely reconditioned, new battery, complete repaint, black, beige leather, loose covers, one owner; £975.—Arthur Charles, Ltd., Barge Garage, Shrewsbury 31. [C1726]

1954 Bristol Type 404 sports coupe, heater grey with red trim, one owner, absolutely perfect, 5 months' unconditional guarantee.—For fuller details write or Tel. Bristol Distributors' Circular Station, Ltd., Fareham 2277. [C1800]

401 saloon 1953, light green, beige upholstery, heater, radio, windscreen wipers, movements include remote control gear lever, anti-rail bar etc., mileage 10,000, maintained regardless, absolutely immaculate; £1,650; only reason for sale, buying, £1,656. [C1726]

CHARLES CRITCHFIELD MOTORS, The Centre, Bristol, 1, West Country Distributors of the Bristol range invite your enquiry, demonstrate promptly arranged; confidential out-of-income facilities and part exchanges; constantly changing range of used models available for your selection.—Tel. Bristol 25280. [C4074/R]

BUGATTI [C4074/R]

GENUINE vintage Bugatti saloon, 35hp, in exceptional condition; recently rebuilt; £2,300.—J. Lemon Burton, Edgware Rd., N.W.2. Gladstone 7677. [C4074/R]

TYPE 50 Bugatti, rebuilt as new to original specification as in Bugatti book, 4,800cc engine, 200bhp at 4,000rpm with Roots supercharger, performance 1st 47, 2nd 85, top 120mph, green, 2-seater, body with new hood and sidecreens, incredible performance. [C4074/R]

AVAILABLE for delivery at Chassides Motor Co., Ltd., 630, Great Cambridge Rd., Enfield, Middlesex. [C1715]

BUICK [C1715]

1947 r.h.d. saloon, immaculate.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2587. [C4057]

1955 Buick 4-door saloon, radio, heater, whitewall tyres, very low mileage.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028]

CADILLAC [C4028]

CADILLAC (April) 1955 4-door saloon, power steering, 4,000 miles, radio and heater, blue. [C4028]

CADILLAC 1950 4-door saloon, radio and heater, 35,000 miles, grey.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028]

CADILLAC 1939 sal., engine reconditioned throughout, last year general overhaul, costing £200, 2 spare wheels.—4, Brunswick Terrace, Cromer, Norfolk. [C4028]

SUPERB 62 Cadillac 4-door saloon, black, hydromatic, full mechanical, mechanically perfect, trials place given inspection invited; £1,285; exchanges.—B. Ringle, 46, Warren St., W.1. Euston 3373. [C1085]

CHEVROLET [C1085]

1950 Chevrolet, sliding roof, radio, heater, new engine recently fitted, immaculate. [C4016]

SCOTT CARS, 341-347, Finchley Rd., London, N.W.3, Tel. Hampstead 7779/8676. [C4016]

SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Car." [C4015]

CHEVROLET 1951 sedan, heaters, covers, etc., 2-tone colour, immaculate car, thrilling performance, uses no oil; £750, taxed year.—Emf. 3103. [C4016]

1952 Chevrolet Powerglide convertible, radio, heater, electric hood, 20,000 miles only, absolutely as new. [C4016]

SCOTT CARS, 341-347, Finchley Rd., London, N.W.3, Tel. Hampstead 7779/8676. [C4016]

1953 Chevrolet 4-door saloon, 10,000 miles only, grey, heater, £1,150.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028]

CITROEN [C4028]

1950 Citroen Big 6, pale blue coachwork, in splendid condition; £375.—Flaxman 5624. [C375]

1950 Citroen Light 15, excellent condition; £375; h.p. part exchanges.—Premier Motors, 295, Lewisham High St., S.E.13. Les Green 1051. [C3083]

1950 (Nov.) Citroen Big 6, in excellent condition throughout; this car must be tried to be appreciated; £435. [C4057]

SCOTT CARS, 341-347, Finchley Rd., London, N.W.3, Tel. Hampstead 7779/8676. [C4016]

CITROEN 1948 Light 15, black, just recoloured, maintained in excellent condition.—Undersea, radio and other extras; £400.—Doddson, Woodgreen, Broomers 226. [C1674]

£195.—1939 Citroen 12 f.w.d. sports saloon, super condition; any trial—G.F. (Batham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Bath. 1107-8-9. [C2024]

C. G. NORMAN & Co., Citroen sole distributors for the County of London; service spares and replacement units; fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [C1075/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DICKS.

1937 Daimler 17hp saloon, same as post-war, engine overhauled, superior condition; £225.
DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Middlesex Vale 6886-9. (C1072)

DENHAM'S for Daimler.

A LWAYS a selection of good used cars available; see our advertisement under "Daimler New Cars."
DENHAM'S GARAGE (ESHER), Ltd., Tel. 2621, Esher, Surrey. (C1100)

C AMDEN MOTORS, Ltd.

D AILMER Empress saloon 1951 August delivery and registration, special bodywork by Messrs. Hooper, immaculately finished in silver and black with rich grey hide interior, fitted heater and radio, a very handsome and impressive looking car, similar model to those used by members of the Royal Family, originally cost well over £4,000, a truly magnificent motor car; £1,295.

D AILMER Conquest saloon 1952, another very immaculate and beautiful car, superbly maintained and in perfect condition; £665; also a late 1954 Conquest Century drop head available.

D AILMER Conquest saloon, 1953 model, one change of ownership only since new, excellent mechanical condition, heater and radio; £625.

A LSO a 1950-1 special sports coupe with overdrive and twin carburettor engine and two 1950 Barker drop heads available.

D AILMER 2½-litre saloon 1946, taxed and used privately since new and in original condition throughout, excellent coachwork and in tip-top mechanical order; £425.

C AMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m.

G LANFIELD & WRENCH offer—

1938 Daimler 15 saloon, in black, with finest brown hide interior, owned until recently by titled gentleman and recently completely rebuilt in our workshops on the owner's instructions, which included removal of body, complete inspection of chassis and suspension, reconditioned engine and transmission, etc.; this car must be seen and driven to be appreciated; £395-400, High Rd., N.12, Finchley 0091.

B ROOKLANDS, Daimler retailers.

1954 Daimler Century saloon, 11,500 miles.

C ARS purchased for cash; part exchange.

103 New Bond St., London, W.1. Mayfair 8351. (C1029)

W ARWICK WRIGHT, Ltd., offer—

1954 Daimler Conquest Century saloon, black, beige upholstery, heater, 6,000 miles; £1,295.

W ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C1045)

W ESSEX MOTORS, Bridge St., Andover.

1952 Daimler Conquest saloon, radio and heater, in superb order, black with brown leather.

T EL, Mr. Harnett, Andover 3556. (C1007)

S TRATSTONE, Ltd., Daimler distributors.

A WIDE range of high-grade Daimler cars available for immediate delivery.

S TRATSTONE, Ltd., 40, Berkeley St., London, W.1. (Mayfair) 8351. (C1032)

H ENDON CENTRAL GARAGE, Ltd., offer—

1950 (October) Daimler Conquest saloon, finished in black and fitted with radio, heater, seat covers, 30,000 miles, very genuine and beautiful motor car, one owner since new; £625—Watford Way, Hendon Central, N.W.4. Tel. Hendon 2064-5. (C1034)

D ENHAM'S GARAGE (ESHER), Ltd., offer—

1954 (June) Daimler Conquest Century, 17,000 miles only, rim-embellishers, superb condition; £1,035.

1948 (July) Daimler 2½-litre de luxe saloon, exceptional condition, one owner; £485—

Esher, Surrey, Tel. 2021. (C1100/1)

1951 Daimler Conquest, heater, immaculate; £675.

S COTT CARE, 241-247, Finchley Rd., London, N.W.3. Tel. Hamstead 7779/3676. (C1016)

1956 cars—Spink, Ltd., Daimler Distributors, Bournemouth, Tel. 405. Spares and service.

D AILMER—Always a good selection available at Coventry & Jeffs, Ltd., Daimler Specialists, Bristol 2009. (1967/R)

1954 Daimler Conquest saloon, 4,000 miles, as new; £1,150—Dorking Motor Co., Ltd., Dorking 2256. (C1085)

1947 Daimler 2½-litre saloon, blue/blue, well maintained; £245; part exchanges, deferred terms.

M ILLHALL SERVICE, 35, South Edwards Square (near Kensington High St.), London, W.8. Western 2269. (C1094)

1954 Daimler Century saloon, sun roof, radio, heater, excellent condition, one owner; £1,050—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Belgravia 721. (C1006)

1955 model Daimler 2½-litre convertible, radio, heater, power top, several extras, exceptional condition, grey, red leather; £1,395—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 8941-2. (C1095)

1950 coupe, DB18 with overdrive gear, radio, one owner, £300 recently spent on overhaul by Daimlers, immaculate; £895—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Belgravia 721. (C1006)

1954 Daimler Conquest, black, red hide, one owner, 17,000 miles, just decarbonized and fitted with a new tyre; current list price £1,000; offered at £895, h.p. terms available—D. E. Harper, Ltd., 1, London Rd., Stevenage, Tel. 700. (1977/R)

1948 Daimler 2½-litre saloon, black, red leather upholstery, sliding roof, almost new tyre, 24,000 miles only, mechanically sound throughout and coachwork maintained in excellent condition, magnificent; £1,000—

G ORGE NEWMAN & Co., 269, Euston Rd., London, N.W.1. Eus. 4966. (C1023)

C ASS'S MOTOR MART—1939 Daimler 24hp Windover owner-driver saloon, black, currently maintained, 22,000 miles; £385; 1950 Daimler 2½-litre saloon, blue, unembellished, heater, genuine 20,000 miles, £595, one owner; written guarantee—S. Warren & Co., Euston 4110. (C1040)

DAIMLER

DAIMLER

1948 2½-litre six-light saloon, one owner from new, low mileage, specimen, maintained perfectly; £399; terms, exchanges—Rudds, Adjacent Central 54 Worthing 1073-4. (C1072)

M AY 1952 Daimler Conquest de luxe saloon, specially finished in midnight blue and grey with blue leather interior, this car has had an ultra careful elderly owner and is without mark or blemish, fitted Ace chrome Rimbellishers, spot lamps, heater, reversing light, etc., small mileage and nearly new tyres; £675; terms and exchanges—Barts of Birmingham, Tel. Birmingham Highbury 5306. (1975)

W ANTED, modern diesel car, low horse power—Horseman, St. Christopher's, Carlton, Carlisle.

DODGE

S IMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists, full list see "American Cars."

1954 Dodge Kingsway saloon, right-hand drive, black with green upholstery, fitted heater, low mileage; £1,600—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. (1953)

1947 Dodge 26hp saloon, r.h.d., black with brown leather upholstery in first-class condition; £475 or offer—R. Esell, 122, Chitoe, York. Tel. 5330. (1978)

1955 Dodge Coronet 2-door sedan, overdrive, heater, hose covers, attractive dual colour, 3,000 miles only, in unblemished condition, cost originally £2,250; great bargain at £1,595—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Belgravia 5721.

FIAT

D ICKS.

1952 Fiat 500 coupe, 6hp engine, roomy and economical; £350.

D ICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Middlesex Vale 6886-9. (C1072)

M AYFAIR GARAGES, Ltd., for your Fiat; below.

M AYFAIR GARAGES, Ltd.—Fiat 600 (reg. June, 1955) saloon, dark blue, Magnatone mirrors, spot lamp, one owner, small mileage, almost new condition, 3 months' guarantee; £575; below.

M AYFAIR GARAGES, Ltd.—Fiat 500C (reg. March, '58) o.h.v. de luxe convertible coupe, dark blue and cream, very smart car, exceptional road performance, 3 months' guarantee; £575; below.

M AYFAIR GARAGES, Ltd.—Fiat (reg. 1953) 500B o.h.v. hardtop coupe, olive grey, Tyran loose covers, extremely smart car with outstanding economy, performance; 3 months' guarantee; £345; below.

M AYFAIR GARAGES, Ltd.—Fiat 1939 500 de luxe full 4-seater convertible saloon, 3-tone brown, new loose covers, reconditioned n/l mileage engine, smart car with excellent economical performance, for 4 adults, 3 months guarantee; £225; below.

M AYFAIR GARAGES, Ltd.—Fiat 1939 1100 500C, 4-door pillarless saloon, black, red leather, outstanding road performance, excellent condition; £165; below.

M AYFAIR GARAGES, Ltd.—Fiat 1937 500 de luxe convertible coupe, post office red, red leather, good tyres, smart car in excellent condition throughout; £165; below.

M AYFAIR GARAGES, Ltd.—Fiat 1937 500 convertible coupe, grey, red leather, excellent condition; £145; below.

M AYFAIR GARAGES, Ltd.—Lists and copy of Autocar road test on request; any make of car or m/cycle taken in exchange for Fiat; below.

M AYFAIR GARAGES, Ltd.—Fiat West End showrooms, Balderton St. (opp. Selfridge's clock), Mayfair 5104-5. (C1009)

S & S. MOTORS—1939 500C, black and cream, completely overhauled; £270.

1939 500C, silver/red leather, reconditioned engine; £350.

1939 500C, 4-seater, in excellent condition; choice of 3; £225.

1952 500C, blue, in excellent condition; £350.

A L above taxed for year and 3 months' guarantee if purchased before 31st January.

S & S. MOTORS have a range of Fiats from £35-£150 cheaper by Fiat than by S. & S. Motors.

18 Lister Torrida, 1942, £174. (C1090)

1400 Fiat saloon, colour dark blue with blue upholstery, at pre-Budget price; £1,097/12/6.

1100 Fiat saloon, colour grey with pale blue upholstery, one owner, now abroad, first registered June, 1955; £520.

600 Fiat saloon, colour green with green upholstery, one owner, first registered July, 1955; £500.

A LSO a full range of the current Fiat models.

R H. COLLIER & Co., Ltd., 42, Easy Row, Birmingham 1, Midland 2317. (1943)

F IAT 600C, 1945, 7,000 miles, light blue; £540; one owner cars in immaculate condition.

J OHN FOXALL'S GARAGE, 45, Underhill St., Bricknorth, Enfield, Tel. 2270. (1928)

1950 Mansfield Autos, Ltd.—48, Fitzroy St., London, W.1. Buxton 4004. (C1031)

S EVERAL demonstration cars available, perfect conditions, low mileage—Apply Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 9651. (1976/R)

1956 Fiat 1100 saloon de luxe, birch grey with grey/green upholstery, built in heater and demister, reconditioned 10.1.56, mileage 125; unrepentable bargain at £745.

1956 Fiat 600 saloon, birch grey with blue upholstery, built-in heater and demister, mileage 170; unrepentable bargain at £545.

S MITH'S MOTORS, Dovercourt, Tel. Harwich 701. (1695)

1955 (July) Fiat 600 saloon, only one enthusiastic owner who obtained many extras for his car, including special roof rack, set loose seat covers, colour blue, mileage 2,500; £550.

F ERRELL & CO. CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 4331. Open week-days 8 a.m. to 6 p.m. (C1008)

C V. RUSSELL AUTOMOBILES, official Fiat agents, Post-war 1100 saloon, registered June 1951, 2 owners only, low mileage, showroom condition, £350; 1951 500C convertible, one owner, £385—45, Holland Park Mews, W.1. Tel. 3714. (C1061)

FORD

ANGLIA

£315 111—Ford Anglia 1100 (September), black, immaculate; terms, exchanges—Perivale 0550.

FORD

ANGLIA

H AVE an excellent selection of post-war 8hp saloons available.

T EL, Harrow 4282 and 9140 for details.

W HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). (1006/R)

P HILIP RICHARDS, Ltd., offer—

1955 Ford Anglia saloon, black, fitted heater, 11,000 miles; part exchange, deferred terms—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 3772-3. (C1051)

W ARWICK WRIGHT, Ltd., offer—

1954 Ford Anglia saloon, grey, red upholstery, heater, 15,000 miles; £495.

W ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C1045)

£539 Anglia, July 1955, black, taxed—185, Old Laith Rd., 60994 Plymouth. (1957)

1953 Ford Anglia, black/red, low mileage, any trial; £335.

N AYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Tel. 2252. (C1062)

1955 Ford Anglia, June, 1955, immaculate, guaranteed condition, export specifications, 4,700 miles, heater; £540—Patterson Bros. 3332. (1166)

1956 Ford Anglia de luxe saloon, Canterbury, 1955, low mileage, £325, 1952, £299; 1949, £238—only; £587.

A LEXANDER ENGINEERING CO., Ltd., Haddenham, Bucks. Tel. 345.

1952 Ford Anglia saloon, unmarked, engine not yet run in; £325—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8103.

1952 (November) Ford Anglia, in good condition throughout, one owner; £300—110, Battersea Rise, S.W.11. Battersea 0344. (C1096)

O NE-LEVERED conversion, fingertip adjustment, normal controls, 1946 Anglia 10, recent replacement engine and many extras, quite exceptional condition; £265—Box 8950. (1978)

1955 Ford Anglia, in new condition throughout, £495—Colts Garages, Ltd., 42, Worple Rd., S.W.18. Wimbledon 0195; and 13-14, Castle Parade, Small Heath, Birmingham 6251. (C1064)

W ALTER SCOTT, Ltd., offer 1955 Anglia, black, heater, screen washers, low mileage, as new, one owner; £495—39, Collier's Cres., Hampstead, N.W.3. (Series Cottage Tube) Primrose 5314. (C1006)

P RIDE & CLARKE, Ltd.—1955 Ford Anglia saloon, 7,000 miles, £495; 1954, heater, 15,000 miles, £450; 1953, low mileage, £325, 1952, £299; 1949, £238—Stockwell Rd., S.W.9. Brixton 6251. (C1066)

1955 Anglia new type saloon, leather, heater, low mileage, as new, £475; 1953 Anglia saloon, heater, guaranteed, £295; exchanges, terms—Palmer 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. (C1034)

FORD

POPULAR

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers—

1954 Popular saloon, black with red upholstery, indicators, twin rear 95s, mileage 10,000, one owner, excellent condition; £365.

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Hillside 6621. (C1042)

A LLAN TAYLOR (MOTORS), Ltd., offer—

1954 Ford Popular, black, 16,000 miles; £340.

H IGH ST., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). (1987)

D J. SHEPHERD & Co. (ENFIELD), Ltd., offer—

1953 (November) Popular saloon, one owner, immaculate condition throughout; £350.

1955 Popular, low mileage, as new; £350. D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. (C1009)

1955 Ford Popular, grey/red, trafficators, seat covers, low mileage; £375.

N AYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Tel. 2252. (C1062)

1954 black, one owner, 10,000 miles, any trial; £370—Tel. G. 1559. (1954)

G & M ALFREDS (1956), Ltd., 1954 Popular—6-7, Warren St., W.1. Euston 3268. (C1005)

1954 model Ford Popular saloon, black, 7,000 miles, as new; £370—Salmons Green 200. (C1029)

1954 Popular, 5,500 miles, blue with grey upholstery; £375—Beardmore, 26, Queensway, W.2. Bayswater 0136. (C1015)

S ELECTION of good used Populars from £325—Wood S. & Lambert, Ltd., Ford Main Dealers, 49, Stamford Hill, N.16. (Sta. 343). (1972)

P RIDE & CLARKE, Ltd.—1955 Ford Popular saloon, 14,000 miles, £30 extras, one owner, £369—Stockwell Rd., S.W.9. Brixton 6251. (C1066)

1954 Popular, one owner, Dorchester grey, immaculate, Underseal, trafficators; £350—St. Albans 6688.

1955 Popular, Bristol lawn, 5,000 miles, many extras, one owner; £395—Silverthorne Motors, Ltd., 11, Fitzroy St., W.1. Euston 7811. (C1011)

FORD

PREFECT

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers—

1952 Prefect saloon, beige with red leather upholstery, low mileage, one owner, extremely good condition; £375.

1954 Prefect saloon, Dorchester grey with blue leather upholstery, heater, twin wing mirrors, excellent condition; £595.

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Hillside 6621. (C1042)

P ERY'S OF HARROW.

H AVE an excellent selection of post-war 10hp saloons available.

T EL, Harrow 4282/9140 for details.

W HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). (1006/R)

1955 Prefect, Dorchester grey, every extra, £410, heater; first £560—Tel. Gloucester 20733.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD PREFECT

WOOD & LAMBERT, Ltd., main dealers.

1955 Prefect saloon, black with red interior, heater, low mileage, £565. [C1005]
49 Stamford Hill, N.16. (Sta. 3434.)

ALLAN TAYLOR (MOTORS), Ltd., offer:— [1791]

1955 (July) Ford Prefect, black, leather upholstery, 6,000 miles, £555. [C1005]
High St., Wandsworth, S.W.18. Tel. Vandrey 7222 (10 lines).

1950 Ford Prefect saloon, black, fitted with heater, etc., one owner, £365. [1498]

W. J. BROWN, Ltd., 239, Finchley Rd., N.W.3. [C1025]
Ham. 2284.

1955 Ford new type saloon, black, red leather, low mileage, as new, heater, £525. [C1025]

1953 Prefect 4-door saloon, leather, one owner, low mileage, guaranteed; £355; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034]

1955 (Nov.) Ford Prefect, works mileage; part exchanges, terms. [C3034]

SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. [C4016]
St. Tel. Hampstead 7779/8676.

1956 Ford Prefect de luxe model, heater, hide seats, delivery mileage only, list or near offer.— [1757]
149, Pilling Lane, Chorley, Lancs.

1953 Ford Prefect saloon in spotless condition; £390.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019]

1955 Ford Prefect, low mileage, heater, radio, as new, £595.—A. Owen (Hendon) Ltd., The Hyde, Hendon, W.4. Tel. Colindale 5183. [C3038]

PRIDE & CLARKE, Ltd.—1955 Ford Prefect saloon, 8,000 miles, £539; 1954, heater, 12,000 miles, £499. [C1074]
-237, Britton Cres., Crul. 6684-5.

1955 model Ford Prefect, green, 7,000 miles, heater, as new; £565.—Dobson, Ltd., Staines 801. [C1074]

1955 Prefect 4-door saloon, hide upholstery, heater, very low mileage, just as new; £585; consider part exchange.—14, Bulkington Ave., Worthing 1839. [C1074]

1953 Ford Prefect, green, one owner; £375; hire purchase and part exchanges, welcomed.—Harbert & Mills, Church Rd., Ashford, Middx. [C3035]
0861.

1955 Ford Prefect, one owner, 5,000 miles, heater, leather, colour green, as new; £375.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. [C1077]
3456.

WALTER SCOTT, Ltd., offer: 1955 Prefect, black, heater, screen washers, low mileage, spotless, one owner, £555.—39, College Cres., Hampstead, N.W.3. (Swiss Cottage Tube). Primrose 5914. [C4006]

1955 Ford Prefect, green, heater, 9,000 miles, high compression head, 2 carburetors, special manifolds, overdrive and other extras, an extremely interesting car with exceptional performance for road or rally use, maintained as director's personal property; £615.—English, Ltd., Langley Rd., Branksome, Bournemouth. Tel. Bournemouth 5850. [1765]

FORD SQUIRE

1955 Ford Squire estate car, green, fitted heater, 70 miles only; £665.—312, Earis Court Rd., London, S.W.5. [C4056]

FORD CONSUL

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., [C1005]
Whetstone, N.20. Tel. Hillside 6621, offer:—

1954 Consul saloon, Winchester blue with blue upholstery, heater, low mileage, one owner, excellent condition; £575. [C1005]

1954 Consul saloon, Canterbury green with beige upholstery, heater, low mileage, one owner, excellent condition; £575. [C1005]

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., [C3042]
Whetstone, N.20. Tel. Hillside 6621.

A. I. GARAGE, Ltd., offer:— [C3042]

1955 (April) Ford Consul convertible, 4,500 miles, Winchester blue, unmarked; £650. [C1005]

A. I. GARAGE, Ltd., 14-16, Chiswick Place, Earis Court Rd., S.W.5. Tel. Fremantle 5161. [1203]

PHILIP RICKARDS, Ltd., offer:— [1203]

1955 Ford Consul saloon, black/red, heater, 15,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4773-3. [C3051]

WOOD & LAMBERT, Ltd., main dealers.

1954 Consul saloon, black with red leather and heater, carefully maintained; £525. [1790]

49 Stamford Hill, N.16. (Sta. 3434.)

ALLAN TAYLOR (MOTORS), Ltd., offer:— [1790]

1953 Ford Consul, colour fawn, leather upholstery, heater, taxed December; £485. [1790]

High St., Wandsworth, S.W.18. Tel. Vandrey 7222 (10 lines). [8398]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1955 Consul, fawn, red hide, underseal, extras, 2,200 miles, left-hand drive; £585. [C1066]
8, Balderton St., W.1. Hyde 4070.

1955 Ford Consul, black/red, heater, seat covers, low mileage, beautifully maintained; £595. [C1066]

NAYLOR & ROGEE, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. [C3022]
2252.

1955 Consul, black, 10,700 miles only, one owner, as new; £595.—Chain of Ealing, Perivale 4404. [C1043]

1954 Ford Consul, 16,000 miles, green saloon, condition perfect, as new; £550.—Uppley, Kirby & West, Ltd., Western Boulevard, Leicester. [C1043]

1955 Ford Consul saloon, Dorchester grey, radio, heater and leather upholstery, 11,000 miles; £595. [C1043]

1953 Ford Consul, fawn, radio, heater, leather upholstery; £515.—312, Earis Court Rd., London, S.W.5. [C4056]

55 Series Consul saloon, black and red, htr., 12,000; £565, exchange cheaper car.—265, Bassett Ave., Southampton. Tel. 68351. [1124]

1954 Ford Consul saloon, black, red leather interior, heater, windtone horns and many extras; £595. [1124]

W. J. BROWN, Ltd., Ford distributors for 30 years, 239, Finchley Rd., N.W.3. Ham. 2284. [1124]

FORD CONSUL

1955 Ford Consul saloon, black, red leather; £595. [C4022]
—Stratstone, Ltd., 40, Berkeley St., W.1.

1955 Consul, October, ivory with green upholstery, 5,900, export, extra fitted, condition new; £680.—N. C. Roberts, 20, Fenners Rd., Oswestry, Salop. Tel. Oswestry 729. [C4022]

1955 Ford Consul, Bristol fawn, fitted heater, small mileage, one owner, guaranteed; £495; Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4001]

1955 Consul, exceptional car, fitted heater, one owner; terms, exchanges.—D. P. Wyatt, Ltd., 51-53, Fortune Green Rd., West Hampstead London, N.W.6. Hampstead 8998. [C4004]

1955 Ford Consul convertible, black, one owner, 7,000 miles; £675.—Gordon Cars (London), Ltd., Highfield, Golders Green Rd., N.W.11. Speedwell 9761. [C3023]

PRIDE & CLARKE, Ltd.—1956 Ford Consul saloon, 150 miles, heater, £689; 1955, heater, 11,000 miles, £569; 1954, low mileage, £529; 1953, heater, £479.—[C3023]
Glockwell Rd., S.W.9. Bristol 6282.

WALTER SCOTT, Ltd., offer: 1955 Consul, black, heater, low mileage, unmarked, one owner; £595. [C4006]
-39, College Cres., Hampstead, N.W.3. (Swiss Cottage Tube). Primrose 5914.

1954 Consul saloon, black, red leather, heater, small mileage, one owner, guaranteed; £495; exchanges; terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034]

FORD ZEPHYR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., [C1005]
Whetstone, N.20. Tel. Hillside 6621, offer:—

1954 Zephyr 6 saloon, black with red leather, heater, twin wing mirrors, low mileage, excellent condition; £590. [C1005]

1954 Zephyr 6 saloon, black with red leather, heater, upholstery, heater, seat covers, low mileage, one owner, excellent condition; £595. [C1005]

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., [C3042]
Whetstone, N.20. Tel. Hillside 6621.

RUSSELL MOTORS offer:— [C3042]

1955 Zephyr saloon, 12,000 miles, Dorchester grey, heater, radio, Michelin X tyres just fitted; £625. [C3042]

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060]

WOOD & LAMBERT, Ltd., main dealers.

1954 Zephyr saloon, fawn with red leather and heater, extremely well kept; £550. [1769]

1953 Zephyr saloon, Winchester blue with blue leather, heater, most attractive; £490. [1769]

49 Stamford Hill, N.16. (Sta. 3434.)

ALCLAND & TABOR, Ltd., Welwyn By-Pass, Herts, [C1001]
Welwyn 481-2-3, offer:—

1954 Zephyr saloon, finished grey, red upholstery, heater, seat covers, one owner, low mileage, as new throughout; £535; maximum h.p. terms available. [C1001]

1954 Zephyr saloon, finished black, red upholstery, heater, fitted Raymond Mays 2 carburetors, conversion, special springs, overdrive, new counter, spot lamps, one owner; this car is in immaculate condition throughout; £695; maximum h.p. terms available. [C1001]

1955 Zephyr saloon, blue, heater, genuine 9,500 miles, one owner, Ripco condition; £595. [C1001]

RIPCO, Ltd. (Zephyrs purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C1001]

53 Zephyr, green, radio, htr., 19,000; £480, exchange cheaper car.—265, Bassett Ave., Southampton. [1125]

G & M ALFRED (1936), Ltd.—1954 Ford [C3063]
G & M Zephyr, leather, heater, radio; £545.—

6-7, Warren St., W.1. Union 3268. [C1005]

1954 Zephyr convertible, power operated, new condition, £645.—Jack Fozner (Automobiles), 395, Hendon Way, N.W.3. Hen. 8011-3. [C3063]

1955 Ford Zephyr convertible, radio, heater, wing mirrors, Ace Rimbellishers, Whitewall tyres, etc., £645.—Tel. for appointment, Mr. A. H. Crocker, Seven Kings 7290. [1773]

1953 Zephyr, black, leather, heater, one owner, exceptional condition; £475.—[C3026]
terms; exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1137.

FORD 1955 Zephyr convertible, ivory with red leather upholstery, heater, radio, Ace Rimbellishers, screenwashers and power operated head, one very careful owner, genuine low mileage; £785 only. [C3026]

HENLYS, Cheltenham Rd., Tel. 21326 and Victoria St. Tel. 2757. Bristol. [1692]

1954 (March) Ford Zephyr saloon, black, red leather, heater, Rimbellishers, etc.; £535.—[C1005]
Gipson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [1436]

£665.—Zephyr 1955 de luxe sal., heater, only a few months old, as new, many extras, many others. Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yrs. Holland Park Tube). [C1017]

FORD ZODIAC

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., [C1005]
Whetstone, N.20. Tel. Hillside 6621, offer:—

1954 Zodiac saloon, black/Dorchester grey, colour combination with grey/fawn upholstery, all Zodiac accessories, plus a radio, mileage 10,500, one owner, excellent condition; £735. [C3042]

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., [C3042]
Whetstone, N.20. Tel. Hillside 6621.

B. J. HUNTER, Ltd., offer:— [C3042]

1954 Ford Zodiac saloon, twin colours, fitted radio, heater, whitewall tyres; £650. [C3042]

B. J. HUNTER, Ltd., 28, Cricklewood Broadway, N.W.2. Tel. Gladstone 4300. [C3040]

WARWICK WRIGHT, Ltd., offer:— [C3040]

1955 Ford Zodiac saloon, black with beige upholstery, 8,000 miles; £695. [C3040]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

ALLAN TAYLOR (MOTORS), Ltd., offer:— [C4045]

1955 (April) Ford Zodiac, fawn and grey, low mileage; £695. [C4045]

HIGH ST., Wandsworth, S.W.18. Tel. Vandrey 7222 (10 lines). [1496]

FORD ZODIAC

1954 Ford Zodiac saloon, blue and grey, one owner, £575. [C5033]

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C5033]

1956 Ford Zodiac, Abbott conversion, estate car, finished in duo grey; £975.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C5033]

1954 throughout, radio, guaranteed; £650.—Campbell Symonds, Wembley 6262. [C1037]

1954 Zodiac, blue/grey, radio, heater, seat covers, all usual extra, excellent condition, as new; £645; private h.p. terms arranged and part exchange considered.—After 6 p.m., Fairlands 9420. [1815]

1955 interior, unmarked, just as new, very low mileage; £710; consider part exchange.—14, Bulkington Ave., Worthing 1839. [C5037]

FORD (V.8)

H. BEART & Co., Ltd., offer:— [C5037]

1950 (May) Ford Pilot de luxe saloon, heater and radio, low mileage and in excellent condition throughout; £595.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081]

1950 Ford Pilot, radio, heater, new engine recently fitted; a bargain; £295. [C1081]

SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. [C4016]
St. Tel. Hampstead 7779/8676.

1951 Ford Pilot, immaculate condition, works engine fitted by main dealers 5,000 miles ago, vehicle maintained by experts for fastidious private owner, fitted heater, many extras, tyres as new, A.A. or R.A.C. inspection invited; £335 o.n.o.—A. A. Jones, 1, Barker Crescent, Melton Mowbray. [1593]

FORD CUSTOMS

1949 Ford Customs, perfect condition; £430. [C4016]

SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. [C4016]
St. Tel. Hampstead 7779/8676.

AMERICAN FORD

ALCLAND & TABOR, Ltd., Welwyn By-Pass, Herts, [C1001]
Welwyn 481-2-3, offer:—

1955 (Sept.) Ford Falcane, high-back drive, 8, heater, under country sedan, finished black, radio, heater, under 5,000 miles, one owner, as new in all respects, cost over £2,300; £1,975; maximum h.p. terms available. [C1001]

SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars." [C1001]

FORD country sedan 8-seater, blue with all equipment, as new, 5,800 miles; price £1,500. [C1001]

AVAILABLE for delivery at Chassid Motors Co., Ltd., 620, Great Cambridge Rd., Hendel, Middlesex. [C1001]

On all matters of sales, spare parts, repairs and service, consult us, the specialists in American cars, U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. [0749/R]

FORD MISCELLANEOUS

1954 Series Ford Popular saloon, one owner, 9,700 miles, black/red, trafficators, seat covers, wing mirrors, parcel tray, boot locking handle, exhaust deflector; £338. [C1001]

1955 (January) Ford Consul saloon, one owner, 8,000 miles, Dorchester grey/red hide, heater, overriders, elbow rests, as new; £599. [C1001]

J. DAVY, Ltd., 180-4, Kensington High St., W.8. [C1069]
Western 7181.

FRAZER NASH-B.M.W.

1939 F.-B.M.W. 320 1/2 engine, good body, fair, above average; £240.—Box 8952. [1676]

HEALEY

1950 Healey Silverstone 2-seater, ivory finish, in excellent condition.—W. J. Pullen, Ltd., 52, West St., Sittingbourne, Tel. 333/4. [1696]

1951 Healey Tickford saloon, black, radio, heater, £650; would consider exchange.—Birley, 39, Glen View, Burnley, Tel. 3354. [1704]

1951 E-type Silverstone, recalcitrant, unusable, spare, immaculate; offers over £575. [C1001]

Wyle, 3, Lancaster Gate, W.2. Paddington 2237. [1600]

HEALEY Abbott drop head coupe, F type chassis, Aug. 1955, colour green, radio, heater, tonneau cover and usual extras, 25,000 miles, superbly maintained; price £875. [C1001]

GODFREY SUDWORTH, Ltd., Somerset Rd., Garage, Mouldgreen, Huddersfield. [1285]

HILLMAN

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., [C1005]
Whetstone, N.20. Tel. Hillside 6621, offer:—

1953 Hillman Minx Mark VI saloon, black with red upholstery, heater, very low mileage, one owner, extremely good condition; £495. [C3042]

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., [C3042]
Whetstone, N.20. Tel. Hillside 6621.

BENTALLS, Ltd. [C3042]

1952 Hillman Minx, blue, beige upholstery, heater; £465.—Kingston-on-Thames. Kingston 1001. [C1001]

CAR MART, Ltd. [C1001]

1955 Hillman Minx Mark VIII saloon; £595 [C1039]

CAR MART, Ltd., 18, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039]

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer. [C1039]

1952 Hillman Minx saloon, one owner, fitted heater, tubular tyres; £450.—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5064. [C3082]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd. [C3082]

1955 model Hillman Minx, radio, heater, under-sealed; £620. [C3082]

MARLBROUGH Works, 609, Kenton Rd., Kenton, Harrow, Tel. Wordsworth 7850 (3 lines). [C1086]

HENDON CENTRAL GARAGE, Ltd., offer:— [C1086]

1951 Hillman Minx saloon, fitted heater, low mileage, absolutely unmarked and in very good order; £425. [C1086]

1950 Hillman Minx saloon, fitted heater, spot-wing mirrors, in very good order, nice order throughout; £375.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

1955 Hillman Minx Mark VIII de luxe, black with red upholstery, heater, etc., one owner; £600.—Fremantle 4702. [1680]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN
 1947 Hillman 10 saloon, surprising condition; £310.
 1955 Hillman Minx, little and carefully used; £595.
 —Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (C4019)
SIMPSON'S MOTOR MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
 1951 Hillman Minx, £325; 1949 Hillman Minx, £150.—355, High Rd., Wembley, Middx. Tel. 4422. (C4015)
 1956 Hillman Minx de luxe saloon, works mileage; £270.
 1956 Hillman special saloon, works mileage; £277.
 1956 Hillman Californian, works mileage; list price.
 1955 Hillman Californian, radio, heater, low mileage; £665.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185.
 1955 Hillman Minx convertible, lawn, 2,722 miles; £700.
 1950 Hillman Minx saloon, lawn/red, one owner, excellent condition; £395.—Salmons' Garage, Ltd., Tenpole Bar 3336. (C4008)
 1955 Hillman Minx Mark VII, heater, in new condition, 8,000 miles; £395.
SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. (C4016)
 1953 Hillman Minx saloon, fitted with sun roof, heater, loose covers, one owner; £465.
J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham 2294. (C1025)
 1955 Hillman Minx, special green, 8,000 miles only, as new; £395.—Acres Autos, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Maccusley 2211-2.
PRIDE & CLARKE, Ltd.—1954 Hillman Mark VII saloon, 15,000, radio, heater, £468; 1953 Mark VII saloon, £419.—Stockwell Rd., S.W.9. Brixton 6251.
 1952 Hillman Minx drop head coupe, green, beige, one owner, most distinctive and quite unmarked; £445; part exchanges; deferred terms.
MULHALL SERVICE, 55, South Edwards St., (near Kensington High St.), London, W.8. Western 2269. (C3044)
 1947 Hillman Minx 10hp 4-door sun skin, black, 22,000 miles only, immaculate, taxed; £255. Consider part exchange.—14, Bulkington Ave., Worthing 1839. (C4027)
MARK VIII over Hillman Minx de luxe saloon, 12,000 miles, superb condition; £625.—L.M.B. Motors, 142, Malmesbury Park Rd., Bournemouth. Tel. Boscombe 55267. (C3090)
 1953 Hillman Minx, one owner, low mileage; £485; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C3035)

HILLMAN 14
 1940 Hillman 14 de luxe saloon, one owner; £185.—R. F. Pegg, Ltd., Bushey Heath, Herts. Tel. 1665. (C3017)

HILLMAN HUSKY
WARWICK WRIGHT, Ltd., offer:—
 1954 (October) Hillman Husky double duty, golden sand, red upholstery, 10,000 miles; £525. Another in grey, similar mileage.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)
G & M ALFREDS (1936), Ltd., 145, Hillman Husky, 150 miles only.—6-7, Warren Gardens, S.W.2. Tel. 3664-5. (C3065)
PRIDE & CLARKE, Ltd.—1955 Hillman Husky, 4,500 miles only; £519; terms, exchanges.—257, Brixton Hill, S.W.2. Tel. 3664-5. (C3065)
 £695—1956 (Jan.) Husky Utility, duo tone blue/white, works mileage only, as new.—Broadway Motors, Hanworth Rd., Hounslow, Middx. Hou. 0175/9309. (11457)

HOTCHKISS
 1938 Hotchkiss Paris-Nice 3½-litre sports saloon, extensive mechanical overhaul, resprayed Caribbean-blue, very fast; £235.—Central Motor Co. (Birmingham), Ltd., John Bright St., Birmingham, 1. Tel. Midland 5938. (11758)

HUDSON
 1954 model Hudson Hornet two-tone blue, heater, radio, overdrive, immaculate condition, 20,000 miles.
INSPECTION by appointment only.—Doe Bros. (Motors), Ltd., Malden, Essex. (11671)

HUMBER
BENTALL'S, Ltd.
 1950 Humber Hawk, black, brown leather, radio, heater; £435.—Kingston-on-Thames. Kingston 1001. (C1093)
A. I. GARAGE, Ltd., offer:—
 1954 Super Snipe, dark green, one owner, 11,000 miles, radio, heater, covers, immaculate; £785.—14-16, Childe Place, Earls Court Rd., S.W.5. Tel. Fremantle 8161. (19349)
TOM GARNER, Ltd., offer:—
 1951 Humber Pullman Mk. III 7-pass. lim., black, htr.; £1,350.
 1954 Humber Hawk Mk. VI sin., grey, htr., 11,000 mls.; £750.
 1956 Humber Hawk Mk. VI sin., duo grey, htr., overdrive, 3,000 mls. only; £1,075.
TOM GARNER, Ltd., 10-12, Peter St., Manchester. Tel. 2665-7. (C2080)
HENDON CENTRAL GARAGE, Ltd., offer:—
 1954 Mark V Humber Hawk saloon, complete with heater and taxed, in exceedingly nice condition throughout; £695.
 1951 Humber Hawk saloon, fitted heater, taxed, very good order throughout; £515.
 1950 Humber Hawk saloon, in exceedingly good order throughout, each car guaranteed; from £375.
 1950 Humber Super Snipe saloon, fitted heater, in excellent condition; £375.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8094-5. (C2084)
 1950 Humber Super Snipe; £325.—Parsons & Parsons (Garages), Ltd., Potter St., Harlow. Potter 81. (C2038)
 1950 Humber Pullman limousine (1951), black; £995.—Stratstone, Ltd., 40, Berkeley St., W.1. Mayfair 4464. (C4022)

HUMBER
 1951 Humber Hawk sun saloon, pastel green, like 1954; £475.
BERTRAM COWEN, Ltd., Hermitage Lane, Streatham, Pol. 2100. (17723)
 1955 Humber Hawk saloon, overdrive, heater, genuine 5,700 miles, Ripco condition; £885.
RIPCO, Ltd. (Humber purchased), 16, Albury Rd., Mayfair, London, W.1. Hyde Park 2952-3-4.
 1949 Humber Super Snipe, perfect, cannot be repeated; £549.
SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. (C4016)
 1953 Humber Hawk, 17,000 miles, as new, looks like 1956 car; £585.
SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. (C4016)
 1956 Humber Hawk, works mileage; pre-Budget list price; part exchange welcomed.
SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. (C4016/1)
HARBERS, Hearn, Hearn, The new 27 h.p. s.h.v. L.V.B. classic, brochures available.
LIFE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161.
 1950 Humber Hawk estate car, works mileage.—Sidney Marcus, Ltd., 33, Shoane St., S.W.1. Tel. Belgrave 3721. (C3006)
 1951 Humber Hawk saloon, 1951 model, blue with beige leather, fitted with a heater and many other extras, in excellent condition; £445.
 1950 Humber Hawk saloon, 1950 model, black with beige leather, fitted with a heater and many other extras, in excellent condition; £445.
 1950 Humber Pullman limousine, 1951, black with Bedford cord in rear compartment, heater and radio; £950.—Oxford, Welbeck 6899. (1751)
 1952 Humber Hawk saloon, in really exceptional condition; £545.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C2043)
G & M ALFREDS (1936), Ltd.—1951 Humber Hawk saloon, 7-passenger, heater and radio, above average condition.
 1954 Humber Hawk obv. above average condition.—6-7, Warren St., W.1. Euston 3268. (C1005)
 1951 Humber Hawk saloon, one owner, black with heater and leather upholstery, tested by M.O.T. Hendon; £415.
FERRARIS & CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (C2008)
 1955 (March) Humber Hawk, grey and red, heater, overdrive, one owner, 6,000 miles, maintained by Humber dealers; £855.
 1953 Humber Hawk, bronze and red, one owner, maintained by its since new heater; £575.—R. & M. Head, 132, Queen St., E. 1. Tel. 4001.
 1955 Humber Super Snipe, black with beige interior, 1,100 miles, owner deceased; £1,150.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. (C2026)
PULLMAN Humber, 1952, one private owner, black, superb condition throughout, original mileage; trial and inspection welcomed; £1,075; exchanges.—B. Ringle, 46, Warren St., W.1. Euston 3375. (1084)

1954 Humber Hawk, metallic grey/red hide, radio, heater, 19,000 miles, exceptional value; £595.—Rivier & Reel, Ltd., 25, East Hill, Wandsworth, S.W.18. (Over motorist) (Stephen Junction), Brixton 2525.
 1951 Humber Hawk saloon, Mk. IV, black/red leather, heater, loose covers, sliding roof, twin spot lamps, exceptional condition, 3 months guarantee; £465.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (C4034)
 £398.—Humber Hawk, 1950, radio, heater, one owner, faultless mechanically, choice 3; many others.—Benmotor, 1, Carons Rd., Holland Park, London, W.11. Park 5066-7. (3054) Holland Park Tube. (C1017)
 1949 (late) Humber Pullman limousine with driver's radio, heater, privately owned, immaculate; £785; Humber trade enquiries welcomed.—Roya Automobiles, Ltd., 137, Parkway, N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 6884.
 1947 Humber sedan de ville 7-seater with electric division, tric division, coachwork by H. J. Mullins. Ideal hire car, this car is in superb condition throughout, original cost well over £2,000; now offered at £625; attractive hire purchase terms and 3 months' guarantee.—J. Kempton, 13, Nightingale Lane, London, S.W.12. Butehouse 1151. (19016)

JAGUAR
BENTALL'S, Ltd.
 1955 Jaguar Mark VII type M, British Racing green, tan upholstery, 12,000 miles; £1,225.
 1953 Jaguar Mark VII, black, grey upholstery; £895.
 1950 Jaguar Mark V, black, tan upholstery, heater; £555.
 1950 Jaguar Mark V 2½-litre, black, grey upholstery, radio, heater; £425.—Kingston-on-Thames, Kingston 1001. (C1093)
H. R. OWEN, Ltd.
 FROM our large and comprehensive stock we have chosen the following cars as examples:—
 1955 2½-litre, finished in light blue with blue upholstery, automatic transmission; 5,700 miles, fitted with radio, tubeless tyres and bench seat; registered £424.
 1953 Mk. VII saloon, finished in green with green upholstery; 10,565 miles; registered April.
 WE are interested in the purchase of Jaguar cars, and invite communications from owners who have such vehicles for disposal.
H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Tel. Mayfair 906. (C3032)
WARWICK WRIGHT, Ltd., offer:—
 1954 Jaguar Mark VII saloon, overdrive, black, brown upholstery; 8,000 miles; £1,075.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)
CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 4621/2. (11772)
 1954 Jaguar XK120 open 2-seater, finished cream, red leather, special equipment, wire wheels, many extras, one owner, immaculate condition throughout; £1,085; maximum h.p. terms available. (C1001)
 1952 Jaguar Mk. VII saloon, black with tan leather, many extras, one owner; £795.
PARKER (GARAGES) LTD. (HOLTON), Ltd., Deansgate, Manchester. Dea. 4507. (C3082)

JAGUAR
HENLYS, Ltd.
 ENGLAND'S Largest Jaguar Distributors.
 SELECTION of all models at attractive prices.
 DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)
 HENLY House, 395, Euston Rd., N.W.1. (Euston 4444.)
 DEPOTS at:—
 MANCHESTER (Blackfriars 7843).
 BRISTOL (Bristol 21326).
 BOURNEMOUTH (Bournemouth 6314).
 NORTHAMPTON (Northampton 9077).
 CAMBERLEY (Camberley 77).
 HOUNSLOW (Hounslow 3454).
 FINECHLEY (Finchley 0991).
 GREAT West Rd. (Ealing 3477), Official Jaguar Service Station.
 CAMDEN TOWN SERVICE STATION (Gallivier A143).
 HENLY, Ltd., England's Leading Motor Agents. (0077/R)
COMPTON & FULLER, Ltd., offer:—
 1953 Jaguar Mk. VII, grey, radio, one owner, superb motor car; £775.—Olden Parade, Emsen End, Beckenham, Kent. 3570. (C1110)
 WORKING MOTORS (Mercedes distributors).
 1953 Jaguar Mark VII saloon, beige/red leather, radio, heater, one owner, 28,000 miles, in immaculate condition; £795.—Maybury Hill Garage, Epsom, Surrey. Tel. Epsom 63907. (C4057)
COOMBS & SONS (GUILDFORD), Ltd., offer:—
 1954 Jaguar Mark VII saloon (Nov. '53 registration), black/brown upholstery, heater, wing mirrors, etc., special electrically operated windows to all doors at extra cost of £150, 36,000 miles, in really good order; £955.
 1953 Jaguar Mark VII saloon, black/red upholstery, radio, Michelin X tyres, heater, etc., 26,000 miles one owner car; £925.
 1954 Jaguar Mark VII saloon, two-tone grey with red bodyline, Michelin X tyres, heater, loose covers, etc., 30,000 miles, one owner car, first-class order; £955.
 1954 Jaguar XK120 drop head coupe, black with light tan interior, radio, heater, special horns, etc., black head, low mileage; £945.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 63907. (C1057)

1953 (Jan.) Mark VII saloon, black with tan upholstery, one owner, one owner; £775.
 1953 (Sept.) Mark VII saloon, lavender grey with red upholstery; £775.
 1954 Mark VII saloon, black with red upholstery, one owner, M.V. type modifications; £895.
 1954 Mark VII saloon, B.R. green with red upholstery, one owner, overdrive and wirewheels; £950.
 1955 Mark VII saloon, black with red upholstery, one owner; £1,250.
A. & B. MOTORS (NEWTON-LE-WILLOWS), Ltd., A. Mill Lane, Newton-le-Willows. Tel. 3781/2/4/4. (1716)
BEARDS OF KINGSTON, Jaguar specialists, sales, repairs, 102, London Rd., Kingston. Tel. KID. 3548. (0061/R)
 1952 Jaguar Mk. VII, suede green, radio, heater, discs, appearance and mechanical condition excellent; £750.—Tel. Derby 4077. (1709)
 1947 Jaguar 3½ saloon, outstanding condition; £275 or terms.—Capital Motors, Hornsey, N.11. Motors 1, 3451.
 1949 Mark V Jaguar, engine just completely rebuilt and not yet used, whole car in spotless condition; £499.—Tel. Woking 4735 or 3535. (1312)
 1947 Jaguar 1½-litre, extra equipment, 3500, one owner, black and brown; £390.—Beardmore, 26, Queensway, W.5. Bayswater 0136. (C1015)
 1954 Jaguar Mk. VII, radio, heater, all extras; £945; phone for appointment.—Mr. A. H. Croker, Seven Kings 7290. (1772)
 1954 Jaguar Mk. VII, special equipment, black, brown leather, immaculate; £430.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 8841-2. (C2075)

1955 Jaguar Mark VII M type saloon with overdrive, black/red upholstery, Michelin X tyres, seat covers and radio, one owner, 7,000 miles only; £1,275.
ALEXANDER ENGINEERING Co. Ltd., Haddenham, Bucks. Tel. 345.
 1954 miles, pastel green/suede green, overdrive, radio, identical in specification and comparable in condition to new car, saving over £600; £1,165.
J. DAVY, Ltd., 180/4, Kensington High St., W.8. Westminster 7181. (C1069)
 1955 Series Mark VII M saloon, overdrive, grey and red, one owner, 5,000 miles, guaranteed; £1,250.—Davies Motors, 275 London Rd., Staines, Tel. 4211-5. (C1080)
 1951 Mark V Jaguar saloon, grey, beautifully maintained car throughout; £565.—Oles Garage, Ltd., 49, Worple Rd., S.W.15. Wimbledon 6185 and 15-14, Castle Parade, Ewell 2393. (C1054)

JEEP
 JEEPS, private or commercial, all spares.—F.W.D. Motors, Ltd. (late Wick Autos), 15, St. John's Rd., Hampton Wick. Kingston 4718/6348. (0262/R)
 £120 buys a special bargain.—See Metanet, famous for 12 conversions.—959, Hulse Lane, N.W.5. Hampstead 8231. (0267/R)
UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; 1955 illustrated accessory and parts catalogue price list; 1/-; largest stocks, lowest prices; exchanges plan engine, gear box, clutch, etc.; noted for all American spares.—353, High Rd., Chiswick, London, W.4. Chiswick 1919/6850. (C3035/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JENSEN

ALEXANDER, the Jensen specialists.

BUY your new or used Jensen from specialists intimately connected with the company since 1936. 541, demonstration anywhere by appointment; order now for best delivery.

INTERCEPTOR 1955 saloon and convertible for immediate delivery.

INTERCEPTOR 1953 drop head coupe, black, brown leather, heater, overdrive, one owner, exceptional car; £1,125.

ALEXANDER ENGINEERING CO., Ltd. (Managing Director Michael Christie), Haddenham, near Aylesbury, Bucks. Tel. 345-6. [C1094]

BROOKLANDS, wholesale and retail.

1956 series Jensen Interceptor saloon de luxe for delivery.

1956 Jensen 541 saloon for demonstrations.

BUY or sell with confidence; part exchange.

103, New Bond St., London, W.1. Mayfair 8351. [C1029]

JOWETT

SIMPSON'S MOTORS (WEMBLEY), Ltd., English car sales division, offer:—

1953 Jowett Javelin, 2400—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1950 Javelin P.B. de luxe model, excellent condition, taxed year, bargain; £365; terms.—West London Motors, 205/9, Fulham Palace Rd., W.6. Fulham 0066. [1735]

1953 (July) Jowett Javelin de luxe saloon, green, beige leather, heater, etc., one owner; £450.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [1434]

JOWETT Jupiter special fixed head coupe by Abbotts of Farnham, radio and heater, new set of whitewall tyres (1952 show model), grey; £650.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4853. [C4028]

LAGONDA

BROOKLANDS, Wholesale and retail.

NEW Lagonda 3-litre saloon and d.h. coupe.

1954 Lagonda 3-lit. Tickford saloon, 9,000 miles.

1953 (Nov.) Lagonda 2.6-lit. d.h. coupe, radio.

BUY or sell with confidence; part exchange.

103, New Bond St., London, W.1. Mayfair 8351. [C1029]

DAVIES MOTORS, Ltd. (Managing Director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.).

ENQUIRIES invited for available used cars.

273, London Rd., Staines, Tel. 4211-5. [C1080]

1954 Lagonda 3-litre Tickford saloon, duo grey, superb condition, floor gear change, London, -Box 9615. [1922]

Lancaster Cars Wanted

DISABLED driver requires 1951 Lancaster 10.—Miss Dillwyn, Castle-upon-Alum, Bridgend, organ. [1670]

LANCIA

1951 model Aurelia pillarless saloon, colour grey; £975.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028]

MOSS (CAMBRIDGE), Ltd., Lancia distributors, usually have one or more small mileage cars for sale; Gran Turismo and saloons available for demonstration.—146, Hills Rd., Cambridge. Tel. 87519.

LEA-FRANCIS

1950 2½-litre Lea-Francis sports 2/4-seater, over 100 mph, 26-28 m.p.g., black, red leather, heater, demister, H.M.V. radio, flame-thrower foglamp, chrome luggage grid, etc.; £325 on sale.—Leach, 5, First Avenue, Trimley, Ipswich. [1707]

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford, Tel. Ealing 4506-9. [10747/R]

MERCEDES-BENZ

BROOKLANDS, wholesale and retail.

NEW Mercedes 300 SL sports coupe and 22A saloon de luxe for immediate delivery.

1954 Mercedes Cabriolet D de luxe, radio.

CARS purchased for cash; guarantee.

103, New Bond St., London, W.1. Mayfair 8351. [C1029]

WORKING MOTORS, distributors, Surrey, Sussex.

1955 220A Mercedes saloon, Servo brakes, 3,000 miles only, maroon; £1,825.

1954 180 Mercedes saloon, blue, 12,000 miles, as new; £1,175.

1955 Mercedes 190SL coupe, 2,000 miles, special finish, leather, cost £3,000, £2,550.—Working Motors (Maybury Hill), Ltd., Woking 4277-3. [C4027]

1954 170, Diesel, 20,000 miles, as new.—Mansfield Auto, Ltd., 48, Fitzroy St., London, W.1. Euston 2555. [C3001]

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford, Tel. Ealing 4506-9. [10747/R]

M.G.

C.M.I. CAR SALES offer:—

1954 (late) M.G. Magnette, black, one owner, 18,000 miles; £775.

THREE months' guarantee; terms; list on application.

—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

A. FREEMAN, Ltd., offer:—

1955-6 M.G. Magnette, radio, heater, small mileage.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19, Tel. Rusholme 2874-5. [1634]

1952 M.G. 1½-litre saloon, one owner, excellent condition; h.p. part exchanges.—Premier Motors, 295, Lewisham High St., S.E.13. Lee Green 1051. [C3083]

M.G.

B. J. HUNTER, Ltd., offer:—

1955 M.G. Magnette saloon, very attractive car, in maroon; £795.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

GLANFIELD LAWRENCE offer:—

1954 (October) M.G. Magnette saloon, in metallic green, with beige leather interior, originally supplied by us, absolutely unmarked; £785.—407, High Rd., N.12, Finchley 0091. [C2053]

WARWICK WRIGHT, Ltd., offer:—

1954 M.G. Magnette saloon, grey, grey upholstery, heater, 13,000 miles; £845.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

COMPTON & FULLER, Ltd., offer:—

1952 M.G. 1½ saloon, green, new engine, one owner, immaculate car and as new; £515.—Odeon Parade, Elmers End, Beckenham, Kent. 3570. [C1110]

H. POWER twin carburettor conversions give amazingly improved performance.

HIGH ratio rear axles now available for the new M.G. Magnette; send for data and road tests.

ALEXANDER ENGINEERING CO., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—30, Piccadilly, W.1. Grosvenor 4141.

BEATS OF KINGSTON M.G. specialists; sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3548. [1082/R]

1948 M.G. 1½-litre saloon, excellent condition; £375.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068]

1949 M.G. 1½-litre saloon, fitted heater, spotless condition, low and passing lights, twin horns, careful owner; £380 on n.o.—Ter. 8888. Ext. 4, 6-7 p.m.

1955 Magnette, black/biscuit, low mileage, immaculate condition; £625 on n.o.—owner going abroad.—Simpson, 35, Howard Rd., Coulsdon, Tel. Up-lands 3791. [1668]

MORGAN

1954 Morgan Plus 4 open 4-seater ('55 mods.), twin spot lights, exceptional condition, B.R.O.; £585.—Johnson & Brown (Morgan Distributors), 268-270, High St., Bromley, Ravensbourne 8841-2. [C2073]

MORRIS MINOR

A. FREEMAN, Ltd., offer:—

1954 Morris Minor Traveller's car de luxe; £565.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19, Tel. Rusholme 2874-5. [1634]

B. J. HUNTER, Ltd., offer:—

1954 Morris Minor saloon, ohv, fitted heater; £495.—Below.

1952 Morris Minor saloon, fitted extra, including roof rack; £419.

1950 Morris Minor, convertible, very attractive car, in blue; £315.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

ENGINES RECONDITIONED, Ltd., offer:—

1953 Morris Minor saloon; £335.—333, Rimmer Rd., Harrow, Middlesex. Tel. Harrow 3566. [C2070]

1952 Morris Minor 2-door saloon, grey, heater, impeccable condition; £410.

BERTRAM COWEN, Ltd., Hermitage Lane, Stratford, Ham. Pol. 2100. [1722]

MORRIS MINOR, would-be owner cannot take delivery of new vehicle; what offer to take over.—Box 8855. [1682]

1955 (April) Morris Minor 2-door saloon, Clarendon grey, heater and other extras; £530.—Box 8856. [1684]

£280!—1950 Morris Minor tourer; written guarantee; £70 deposit, exchanges.—Searle, Ltd., 25, Church St., Hampton, Molesey 2142-3. [C4069]

£395!—1951 Morris Minor convertible, 1955 (November), black, immaculate; terms, exchanges.—Fenvale 0530. [1751]

1952 Morris Minor 2-door saloon, excellent condition; £385; terms.—West London Motors, 205/9, Fulham Palace Rd., W.6. Fulham 0066. [1734]

PRIDE & CLARKE, Ltd.—1955 Morris Minor saloon, 3,400 miles, heater; £529.—1954, 12,000 miles, heater; £469; 1953, 2399.—Stockwell Rd., S.W.9. Brixton 6251.

MAYFAIR GARAGES, Ltd.—Morris 1951 (reg. 1954) Tourer, green, beige interior, smart car in excellent condition throughout; £350.—Balderton St., W.1. Mayfair 3104. [C3009]

TWIN carburettor conversions h/c head and high ratio rear axle give amazing performance; send for data and road tests; demonstrations, h.p. terms; part exchange.

ALEXANDER ENGINEERING CO., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

1954 (Nov.) Morris 2-door saloons, choice of 3, £485 each, colour black, mileage 10-12,000; B.M.C. conversions.—Leakhead Eng. Co., Ltd., 36-45, Eden St., Kingston. Kin. 3151-6. [0046/R]

1951 (Dec.) Morris Minor 4-door de luxe saloon, heater, one owner, excellent condition; £425.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068]

TANKARD & SMITH, Ltd., offer: 1955 Morris Minor Travellers car, green/green, one owner, heater, in showroom condition; £585; 3 months' written guarantee.—194-199, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025]

1955 Morris Minor Traveller de luxe, export model, as new, 3,500 miles, extras, extremely carefully run in 2,000 miles; doctor unexpectedly returning Africa must sell immediately; £640 or offer.—Green, 87, Valleyfield Rd., Streatham, Tel. Streatham 4796.

MORRIS EIGHT

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitehouse, N.20. Tel. Hillside 6221, offer:—

1946 Morris 8 4-door saloon, black, with brown upholstery, extremely good condition; £295.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitehouse, N.20. Tel. Hillside 6221. [C2042]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, A Welwyn 481/2/3, offer:—

1947 Morris 8 series II saloon, finished black, low mileage, immaculate condition throughout; £265; maximum h.p. terms available. [C1001]

MORRIS TEN

H. BEART & Co., Ltd.

1948 Morris 10 saloon, exceptionally clean condition throughout, full details on request.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1041]

1946 Morris 10 saloon, sun roof, black, excellent condition; £265.

1947 model Morris 10 saloon, sun roof, black, excellent condition; £295.—Salmon, 42, Hayes, Ltd., Temple Bar 3338. [C4029]

MORRIS COWLEY

1955 Morris Cowley, 11,000 miles, colour blue/red interior; £600.—Haskins, Ladbroke 1155.

1954 (Sept.) Morris Cowley, black, 10,000 miles, genuine spare unused, one owner; £595.—Gordon Cars (London), Ltd., Highfield, Golders Green Rd., N.W.11. Speedwell 9761. [C2023]

1954 (July) Morris Cowley as above, Clarendon grey/red; one owner; 15,000 miles; at opportunity to acquire a current model at a saving of almost £200; £555.

J. DAVY, Ltd., 180/4, Kensington High St., W.3. Western 7181. [C1069]

MORRIS OXFORD

BENTALLS, Ltd.

1954 Morris Oxford de luxe, blue with red upholstery; £630.—Kingston-on-Thames. Kingston 1001. [C1093]

GUY SALMON AUTOMOBILES offer:—

1953 Morris Oxford de luxe saloon, 8,000 miles only, fitted heater; £555.—Forsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

CHEAM MOTOR & ENGINEERING CO., Ltd., offer:—

1953 Morris Oxford saloon, grey and red leather, heater; one owner; £490.—Ewell Rd., Cheam, Surrey. Tel. 0125. [1698]

H.P. POWER twin carburettor conversions give amazingly improved performance.

HIGH ratio rear axles now available, send for data and road tests.

ALEXANDER ENGINEERING CO., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

1954 Morris Oxford, black, low mileage, one owner, fitted heater; £545.—Forsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036]

1954 Morris Oxford series II, grey, 22,000 miles, heater; £575.—S. Immoza Garages, Ltd., Temple Bar 3338. [C4029]

MARCH '54 Morris Oxford Traveller's car, grey, 16,000, heater; £575.—265, Bassett Ave., Southampton. Tel. 68851. [1126]

1955 (May) Morris Oxford saloon, with heater, leather, etc. low mileage; £675; terms.—West London Motors, 205/9, Fulham Palace Rd., W.6. Fulham 0066. [1735]

1954 Morris Oxford Series II, finished Clarendon grey, 17,000 miles only, most immaculate car; £650.—Bella Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

£495!—1953 Morris Oxford, black, red leather, low mileage, one owner, perfect order.—Gordon Cars (London), Ltd., Highfield, Golders Green Rd., N.W.11. Speedwell 9761. [C2023]

1953 Morris Oxford saloon, Clarendon grey with red interior, heater, one ownership only, moderate mileage; £435.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0386. [C1073]

1955 Morris Oxford de luxe, low mileage, in excellent condition throughout; £675.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgraveia 3721. [C3006]

MORRIS ISIS

WESSEX MOTORS, St. Cross Rd., Winchester.

1955 Morris Isis de luxe saloon, heater, nominal mileage, as new throughout, Clarendon green with maroon leather.

TEL. Mr. Morrison, Winchester 5555. [C4087]

NASH

SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars."

OLDSMOBILE

SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars."

OPEL

OPEL (January, 1953), colour black/grey interior. radio and heater, one owner, ex-diplomat.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028]

PACKARD

1938 Packard 120 model D.H.C. radio, good tyres, exceptional condition; £230.—Croxtan Service Station, Croxtan, Hunts. Croxtan 263. [1709]

PEUGEOT

B. J. HUNTER, Ltd., offer:—

1955 Peugeot 203 saloon, highly economical, 50 mph, fitted overdrive; £795.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

PEUGEOT 1955 station wagon, nominal mileage, 4 seats plus 500; complete heater/demister, windshield washer; £960.—Tel. Croxtan 7213. [1713]

PEUGEOT 1955 203 saloon, 2,000 miles, heater/demister, w/a washer, bed/seats, excellent condition interior; £675.—Tel. Croxtan 7213.

1955 Peugeot 203 model saloon, had little use, 1955 low mileage; £850.—L.M.B. Motors, 142, Malmesbury Park Rd., Bournemouth. Tel. Boscombe 33267. [C3050]

PLYMOUTH

SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars."

PONTIAC

SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars."

PORSCHE

A.F.N., Ltd.

SOLE concessionaires for Great Britain, official service and spares.—Falcon Works, London Rd., Isleworth, Middx. Hounslow 001. [C1715]

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. Specialists in Porsche repairs and service.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RACING CARS

COOPER'S GARAGE (SURREY), Ltd., of Surbiton (Tel. Elmbridge 3546) are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1100cc sports cars. [C1021/R]

RAILTON

1946 Railton 8-cylinder 4 head by Harold Radford, bills for £599 spent last year, superb car; offered at £345, terms, exchanges.—C.N.E. Motors, 355, Puncher Rd., N.W.3. Hampstead 5712. [C1052]

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Aves 4656. [C1021/R]

1939-40 Renault 6-cylinder coupe, first registered '40, in very nice condition; £295.—Jacquier, Ltd., 225-7, Hammer Smith Rd. W.6. Riverside 6677-8. [C1052]

RILEY

H. BEART & Co., Ltd., offer:—**1954** Riley 1½-litre saloons, choice of 2 excellent examples of these fine models.—102, London Rd., and High St., Kingston-on-Thames, Kingston 1548. [C1091]

HENDON CENTRAL GARAGE, Ltd., offer:—**1950** Riley 1½-litre saloon, fitted radio, heater, requires little attention; going at bargain price; £375. [C1069]

1947 Riley 1½-litre saloon, fitted radio, heater, in nice order throughout; £375.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2034]

1953 (Sept.) Riley 1½-litre, 2 owners, 22,000 miles, green, green hide, a really outstanding example; £695. [C1069]

J. DAVY, Ltd., 180-4, Kensington High St., W.8. Western 7101. [C1069]

1948 Riley 1½-litre, 51,000 miles, fitted with heater, excellent condition; £375.—D. Morris, St. Marys, Morris Rd., Penryn Bay, N. Wales. (1759)

1939-40 Riley 1½-litre, written guarantee, £210 deposit, exchanges.—Searle, Ltd., 25, Church St., Hampton, Molesey 2142-3. [C4069]

1953 (model) Riley R.M.F. 2½-litre saloon, black, brown leather, radio and heater, one owner, specimen car; £695. [C1069]

1950 (April) Riley 1½-litre saloon, black, beige leather, perfect; £510.—Olsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliff 2275. [C137]

1952 Riley 2½-litre saloon, black/red, one owner, radio and heater, first-class condition; £695.—Dobson, Ltd., Riley Agents, Staines 601. [C1074]

21 Riley black saloon, 1948, covers one owner, good 2 condition throughout, trials welcomed; £355, exchanges.—B. Single, 46, Warren St., W.1. Euston 3375. [C1074]

ALLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements; new or long-term model, in stock. Write Complete Motor Mart, Ltd., London Rd., or Tel. 2146-7. [C446/R]

Riley Cars Wanted
1950-51 1½, drop head coupe of Abbott/Tickford Healey, cash.—Gladstone 8956 (London). [C1335]

ROLLS-ROYCE

RIPPOB.
RIPPOB.
RIPPOB BROS., Ltd.

THE Northern Bentley and Rolls-Royce specialists, always have a good selection of used Bentley and Rolls-Royce cars in stock.

Write, call or telephone.
RIPPOB BROS., Ltd., Huddersfield 7070 (10 lines); also at:
LEEDS, Bradford, Sheffield. [C1095/R]

BENTALLS, Ltd., 10905/R

1939 Rolls-Royce Wraith Park Ward owner-driver saloon, black, beige upholstery, radio, heater; £1,195.—Kingston-on-Thames, Kingston 1001. [C1095]

R. OWEN, Ltd.
FROM our large and comprehensive stock we have chosen the following cars as examples:—
1955 Silver Dawn sports saloon by James Young, finished in 2 shades of metallic bronze with brown hide upholstery, 10,600 miles, one owner, immaculate condition.
1949 sedan de ville with division by H. J. Mulliner, finished in black with beige hide upholstery, 49,000 miles, registered September, left-hand drive, excellent condition throughout.
WE are interested in the purchase of Rolls-Royce cars and invite communications from owners who have such vehicles for disposal.
H. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 9069. [C1032]

P. B.
20/25 Freestone & Webb semi razor edge sports saloon with division, an exceptionally good example.
1935 20/25 Connaught foursome drop head coupe, in superb condition.
1933 20/25 J. Mulliner saloon with division, in very good order.
PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C1033]

JACQUIER, Ltd., offer:—
1939 (registered February) P.H.I. C.P. Series Gurney Nutting roadster, most exceptionally attractive car, must be seen; £725.
1936 20/25 Gurney Nutting owner-driver saloon, with drop division, excellent history; £695.
1935 20/25 Windover owner-driver saloon; £345.
1933 Immaculate, face forward; £265.
1933 Thrupp & Maberly owner-driver saloon, recent engine overhaul; £495.
1923 20hp saloon, believed only its age; £150.
SEVERAL others in stock.—Jacquier, Ltd., 225-7, Hammer Smith Rd., W.6. Riverside 6677-8. [C2043]

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SEVERAL others in stock.—Jacquier, Ltd., 225-7, Hammer Smith Rd., W.6. Riverside 6677-8. [C2043]

RUSSELL MOTORS offer:—
1939 (registered February) P.H.I. C.P. Series Gurney Nutting roadster, most exceptionally attractive car, must be seen; £725.
1936 20/25 Gurney Nutting owner-driver saloon, with drop division, excellent history; £695.
1935 20/25 Windover owner-driver saloon; £345.
1933 Immaculate, face forward; £265.
1933 Thrupp & Maberly owner-driver saloon, recent engine overhaul; £495.
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ROLLS-ROYCE

J. B. JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailer in the world; please write for stock list.
J. B. JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.). [C1062/R]

KNIGHTSBRIDGE MOTORS, Ltd., offer:—
1936 delivery Rolls-Royce 25/30, fitted with unique razor-edged sedan de ville, coachwork by Windover, basket finish below waist line, outside carriage lamps, beautiful chassis.
1937 delivery Rolls-Royce P.H.I. fitted superbly contoured sports saloon by Gurney Nutting.
1 Roberts Mews, London E.C.1, Belgrave Sq., London, S.W.1. Sloane 4066. [C2036]

1934 Rolls Park Ward, compact, attractive, good 20hp, 2400.—Oliver, Tel. Peterborough 5915. [C9324]

HEARSES, Hearses, Hearses. From £1,450 complete, brochure available.
LIFE & SAUNDERS (COACHBUILDERS), LTD., A Station Approach, Kent Gardens, Richmond 1161.
1931 Rolls-Royce 25hp 7-seater limousine; £225. Buckle Motors, Epping New Rd. [C3088]

1932 Rolls-Royce 20/25 limousine, black with beige leather interior, face-forward occasionals; £368.
GARAGE SERVICE Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 6682. [C2019]

1936 Rolls-Royce 20/25 sports saloon, very good, silver overhauled, taxed; £630.—Bartlett, Saffron Walden, Essex. Tel. 2327. [C1090]

ROLLS-ROYCE Silver Wraith 1947 Freestone & Webb, 6 colour saloon, grey and blue, sun roof, one owner; £2,500.—Jack Olding & Co. (Motors), Ltd., Mayfair 5242. [C3030]

1927 Twenty sedan by Baker, excellent condition throughout, any trial, photo on request; £245 o.n.o.—Berry, 12, Talbot Ave., Huddersfield. Tel. 2390. [C1439]

G & M ALFRED (1936), Ltd.—1935 Rolls-Royce 25hp 7-seater swept back, blue/blue leather, limousine by Thrupp—6-7; Warren St., W.1. Euston 5203. [C1065]

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-5), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock.
1933 Rolls-Royce 20/25 Park Ward owner-drive 6 light saloon with division, H.M.V. radio, heater, engine heater, excellent tyres, battery, mascot, immaculate condition, private owner; £350.—Stewart, Little Wood, Park Rd., Camberley 735. [C1764]

ROLLS 20/25 4-dr. sports saloon, grey, and boot, H. J. Mulliner, 1935, 1936, 1937, 1938, 1939, coat over £1,000; superb condition and unusually attractive; 20 mpg; first, £450 accepted.—Reddihough, 6, Radfield Drive, Bradford, 6. Tel. 21632. [C1673]

1950 sedan de ville or saloon, 5 seats, black and satin bronze, 24,000 miles, de-carbonised, serviced Rolls June; £2,550 cash; photo, would take 1935 Rolls 25hp O.D. saloon part payment, or 1955 Jaguar XK140 hard top.—Tel. Leamington Spa 478. [C1743]

ROLLS 12
1947 Rover 12 saloon, faultless; £390.—Beardmore, 26, Queensway, W.2. Bayswater 0136.
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1935 Rover 12; £125.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1940 Rover 12, new engine 15,000, beautiful condition; £265.—Hovatt, 235, Green Lanes, N.4. Sta. 8926. [C1761]

ROLLS 13
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1938 Rover 16; £175.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1946 (October) 16, brown leather, radio and heater, unmarked; £365.—Johnson & Brown, 268-270 High St., Bromley, Ravensbourne 8841-2. [C2073]

ROLLS 14
1947 Rover 14 saloon, faultless; £390.—Beardmore, 26, Queensway, W.2. Bayswater 0136.
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1935 Rover 12; £125.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1940 Rover 12, new engine 15,000, beautiful condition; £265.—Hovatt, 235, Green Lanes, N.4. Sta. 8926. [C1761]

ROLLS 15
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1938 Rover 16; £175.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1946 (October) 16, brown leather, radio and heater, unmarked; £365.—Johnson & Brown, 268-270 High St., Bromley, Ravensbourne 8841-2. [C2073]

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1940 Rover 12, new engine 15,000, beautiful condition; £265.—Hovatt, 235, Green Lanes, N.4. Sta. 8926. [C1761]

ROLLS 17
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1938 Rover 16; £175.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1946 (October) 16, brown leather, radio and heater, unmarked; £365.—Johnson & Brown, 268-270 High St., Bromley, Ravensbourne 8841-2. [C2073]

ROLLS 18
1947 Rover 17 saloon, faultless; £390.—Beardmore, 26, Queensway, W.2. Bayswater 0136.
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1935 Rover 12; £125.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1940 Rover 12, new engine 15,000, beautiful condition; £265.—Hovatt, 235, Green Lanes, N.4. Sta. 8926. [C1761]

ROLLS 19
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1938 Rover 16; £175.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1946 (October) 16, brown leather, radio and heater, unmarked; £365.—Johnson & Brown, 268-270 High St., Bromley, Ravensbourne 8841-2. [C2073]

ROLLS 20
1947 Rover 18 saloon, faultless; £390.—Beardmore, 26, Queensway, W.2. Bayswater 0136.
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1935 Rover 12; £125.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1940 Rover 12, new engine 15,000, beautiful condition; £265.—Hovatt, 235, Green Lanes, N.4. Sta. 8926. [C1761]

ROLLS 21
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1938 Rover 16; £175.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1946 (October) 16, brown leather, radio and heater, unmarked; £365.—Johnson & Brown, 268-270 High St., Bromley, Ravensbourne 8841-2. [C2073]

ROLLS 22
1947 Rover 19 saloon, faultless; £390.—Beardmore, 26, Queensway, W.2. Bayswater 0136.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 8

PRIDE & CLARKE, Ltd.—1955 Standard 8 saloon, 8,000 miles, radio, 4289; 1954, heater, 12,000 miles, 6199.—Stockwell Rd., S.W.9. Brixton 6251.
1939 Standard 8 2-door saloon, brown and cream, 17,000 miles, 4289, heater, 4000, immaculate throughout; £165.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049]
1939 Standard 8hp saloon, engine overhauled, body and tyres very good, 40mpg, reliable and economical car; £95 or £49 deposit and 21/7 a week for 12 months.—Apply Heathfield Garage, Heathfield Rd., S.W.18. [1556]

STANDARD 10

RENTALLS, Ltd.
1955 Standard 10 de luxe saloon, 2-tone black and grey, red upholstery, heater, Ace Rimbellishers, spot lamps, wind screen washers, etc.; £370.—Kingston-on-Thames. Kingston 1001. [C10193]
RUSSELL MOTORS offer:
1955 Standard 10, grey, leather, heater, 11,000 miles; £485.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9238. [C3060]
CMI CAR SALES (Fri. 6623), offer:
1955 Standard 10, grey, blue upholstery, 4,000 miles, one owner, taxed, as new; £535.
THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C10151]
CHAM MOTOR & ENGINEERING Co., Ltd., offer:
1954 Standard 10 saloon, blue, one owner, screen washer, heater, wine mirrors, a splendid, fast and economical car; £490.—Ewell Rd., Chesham, Surrey. Vis. 0123. [1700]
PRIDE & CLARKE, Ltd.—1955 Standard 10 saloon, 11,000 miles, heater; £489.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]
1955 Standard, 10hp, 6,800 miles, radio, heater, sun visor, Ace discs; £555.—3, The Spire, Bolton-le-Sands, Carnforth. Heat-Bank 3331. [1681]
1955 Standard Super 10 saloon, 1955, in blue with blue upholstery, one owner, 1,700 miles only, fitted wing mirrors, cost over £650 new; genuine bargain at £245.—Hillwood Motors, Mill Hill (London) 4252. [1747]
R.A.C. Rally winning conversion, as used on world entered cars and fully works approved, now available on 8 and 10; stock of new and used cars with or without conversion usually available; send for data, demonstrations; h.p. terms, part exchange.
1956 Standard Super 10, de luxe saloon, black/red leather, tubular tyres, Alexander Hi-Power conversion, works mileage only; £695.
1955 Standard 10 saloon, black and red, 6,000 miles only, as new; £495.
ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C10194]

STANDARD 12

1948 Standard 12 drop head coupe, engine rebuilt, bodywork excellent; £265.—Tel. Hol. 3527 during office hours.
STANDARD Utility, grey, regularly serviced, 19,000 miles, roomy body, privately owned, good holiday car, taxed; first offer over £100.—Gray, Tullies Cottage, Forest Green, Dorking, Surrey. [1672]
RUSSELL MOTORS offer:
PHASE II Vanguard Estate Car, late '53, grey, radio and heater, other extras; £585.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9238. [C3060]
J. HUNTER, Ltd., offer:
1954 series Vanguard Phase II saloon, fitted radio, heater, unmarked; £525.
J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6303. [C2040]
H. BEART & Co., Ltd., offer:
1952 (September) Standard Vanguard de luxe saloon, fitted radio and heater, 22,000 miles, and in beautiful condition throughout; £395.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C10181]
GUY SALMON AUTOMOBILES offer:
1953 Standard Vanguard, black, red leather, radio, heater, 26,000 miles, one owner; £375.—Portsmouth Rd., Thames Ditton, Emsaybrook 5551-2-3.
CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481/2-3, offer:
1950 Standard Vanguard estate car, finished grey heater, new engine recently fitted, excellent condition throughout; £550; maximum H.P. terms available. Vanguard diesel saloon, black/red, 1955, overdrive, 9,000 miles; cost £1,100; £275. Tel. A. Glemingay 226. [1693]
1952 Vanguard, one owner, recolloured black, leather, heater; £475.—Campbell Symonds, Wembley 6362. [C10371]
1951 Standard Vanguard; £375.—Parsons & Parsons (Garages), Ltd., Potter St., Harlow, Potter St. 121. [C3056]
1955 Standard Vanguard saloon, every extra, 3,000 miles, cost £1,000 new.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2587.
1955 Standard Vanguard Phase II saloon, 200 miles only.—51 Standard Vanguard, Ltd., 53, Sloane St., S.W.1. Tel. Belgrave 3721. [C3006]
1950 Standard Vanguard, black, good condition; £335.—R. S. Mead (Sales), Ltd., 44, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011]
1951 Vanguard, heater, radio, comet blue, immaculate, guaranteed; £395.—Campbell Symonds, Farnley 4459. [C10371]
1952 Vanguard saloon, one owner, black, leather, heater, carefully used, in exceptional condition; £425.—R. S. Mead (Sales), Ltd., 44, Queen St., Maidenhead. N.W.3. Primrose 1127. [C3026]
1951 (July) Standard Vanguard saloon, 27,927 miles, black/red leather, heater, radio, a genuine low-mileage popular car at an attractive figure; £340.
J. DAVY, Ltd., 180/4, Kensington High St., W.8. Western 7181. [C10169]
1951 Standard Vanguard saloon, black, heater, excellent condition; £365; exchanges, terms.—Palmer's, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034]

STUDEBAKER

1952 Studebaker, heater, perfect condition.
SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016]
1952 Studebaker Champion saloon, radio and heater, 20,000 miles.—Below.
STUDEBAKER 50/1 r.h.d. convertible, radio and heater, overdrive, two-tone, £725.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028]

SUNBEAM

1954 (Nov.) Sunbeam Mk. III saloon, metallic grey, overdrive, heater, rear counter, loose covers, 18,000 miles, one owner, immaculate condition; £595. Tel. Pot. 4958. [1322]

SUNBEAM-TALBOT

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:
1951 Sunbeam-Talbot 90; £475.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]
1952 (late) 90 saloon, green, leather, exceptional throughout; £585.
1954 90 saloon, Mark II, grey, red leather, screen washers, rim embellishers, 21,000 miles; £795.—Davies Motors, 273, London Rd., Staines, Tel. 4211-5. Sunbeam-Talbot Mark II saloon, fitted radio, an attractive car; £495.
ERIO HAYES, Ltd., 13, Bishop's Bridge Rd., Paddington, W.2. Amersham 2566. [C2035]
1953 Sunbeam-Talbot Mk. IIA saloon, unblemished, radio, heater, 19,000 miles; £820.—N. F. Fuggle, Ltd., Bushy Heath, Herts. Tel. 1685. [C2017]
1951 Sunbeam-Talbot saloon, first-class condition, heater, has been carefully driven, 39,000 miles; £550.—Tel. evenings, Northwood 1538. [1015]
£525—1951 Sunbeam-Talbot 90 saloon, black, beige interior, heater, immaculate condition throughout.—G. S. Hall, Ltd., 302, King St., Hammer-smith, W.6. Ruislip 6899. [1637]
1955 (May) Sunbeam-Talbot 90 saloon, one owner, 8,000 miles, rose beige/red hide, overdrive, virtually a new and attractive car at a saving of £325;
J. DAVY, Ltd., 180/4, Kensington High St., W.8. Western 7181. [C10169]
1951 (July) Sunbeam-Talbot Mark II saloon, fitted heater, etc.; £510.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [1435]
1950 Sunbeam-Talbot 90 sports saloon, black leather, heater, fitted with Dunlop tubular tyres, recon. engine, guaranteed; £425.—Palmer's, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034]
Sunbeam-Talbot Cars Wanted
COUPE Sunbeam-Talbot wanted, private buyer, cash.—113, Blenheim Rd., Harrow, Middx. [1770]

TRIUMPH

H. BEART & Co., Ltd., offer:
1953 Mayflower saloon, finished in black with red upholstery, 12,000 miles, heater, 22,000 miles, and in high St., Kingston-on-Thames. Kingston 3348.
WESSEX MOTORS, New St., Salisbury.
1954 Triumph TR2 sports, heater and many extras, not raced or rallied, in exceptional condition, British racing green.
TELEPHONE: Mr. Fairclough, Salisbury 3275. [C4087]
D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:
1953 Triumph Mayflower, first-class condition throughout, taxed; £495.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 4309.
ROADSTER 1800, 1948, polychromatic silver with blue leather, exceptionally good; £385; terms, exchanges.—Rudds, Wokingham 7773-4. [1768]
1953 Mayflower, green, heater, Ace Rimbellishers, one careful owner, guaranteed; £495.—Campbell Symonds, Wembley 6362. [C1037]
TRIUMPH Renown saloon, 1951, fitted with a heater and a reconditioned engine, black; £445.—Oxford, Welbeck 6899. [1754]
1952 Triumph Mayflower saloon, black/red, heater, 27,500 miles; £495.—Salmon Garages, Ltd Temple Bar 3338. [C4029]
PRIDE & CLARKE, Ltd.—1953/4 Triumph Renown saloon, 8,000 miles, heater; £599. [C3068]
Brixton Hill, S.W.2. Tel. 3664/5.

UTILITY CARS

METROPOLITAN MOTORS.
HILLMAN, Humber, Sunbeam, Commer.
UNDER 400 miles! Bedford Dormobile; £895.—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5064. [C3063]
MARTIN WALTER, Ltd., 145-7, Sandgate Rd., Folkestone (Tel. 3103), offer:
1954 Fordson Scvt Utilecon; £325.
1953 Dormobile, beige; £550.
1954 Dormobile, choice of three in light grey, green and beige; £595.
BUNTINGS MOTOR EXCHANGE for Utilities, all makes Bradford specialists, list on request, 10, Bedford Lane, Harrow. Tel. 6224-6. [1621/R]
1952 Bradford 4-light utility, total mileage 29,000; £235.—Gordon Wooderson, 43a, Drested Rd., S.W.16. [C3018]
G & M ALFREDS (1936), Ltd.—1952 Austin A70 pick-up truck, privately used, superb order—6-7, Warren St., W.1. Euston 3268. [C1005]
B mileage models in stock.—Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C4029]
HILLMAN MINX estate car, 1947, very good condition, reconditioned engine, new seat covers, sound body, good tyres, etc.; £285, term.—West London Motors, 205-2, Fulham Palace Rd., W.6. Ful. 0066.
1953 Ford Thames Scvt van, window panels, pass. seat, trafficators, wood grained, guaranteed; £195, or £68 deposit, 24 monthly payments of £26/11; exchanges, terms.—Palmer's, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034]

Vauxhall 10

£279—1947 Vauxhall 10 de luxe saloon, any trial, G.P. (Balham), Ltd., 22, Balham Hill, S.W.12 (100 yards Clapham South Tube). 1107-8-9. [C2024]

VAUXHALL 10

1947 Vauxhall 10, fitted new engine; £295.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C3068]

VAUXHALL 14

1939 Vauxhall 14hp J-type saloon, very exceptional car; £235.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071]

VAUXHALL WYVERN

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:
1952 Vauxhall Wyvern, one owner, heater; £450.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]
1953 gain; £515.
SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016]
1953 Wyvern, radio, heater and many extras, completely overhauled and guaranteed; £575.—Campbell Symonds, Perivale 4456. [C1037]
1953 radio, heater; £475.—John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181 and 182.
1952 Vauxhall Wyvern, one owner, low mileage; £475; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035]
£375—Vauxhall Wyvern 1949-50 special, dual-tone finish, tip-top mechanically, very smart, many others.—Benmott's, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube). [C1017]

VAUXHALL VELOX

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:
1952 (late) Vauxhall Velox, one owner, heater; £425.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]
1954 Vauxhall Velox, grey, red upholstery, heater, one owner, 12,000 miles only; £485.
ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C10194]
CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2-3, offer:
1953 Vauxhall Velox saloon, finished green, brakes recently relined, immaculate condition throughout; £595, maximum h.p. terms available.
VAUXHALL Velox Saloon, 1953, grey with red upholstery, fitted with heater, one owner; £495.—Oxford, Welbeck 6899. [C1037]
1954 Velox, choice of 3 one-owner cars, all guaranteed for 4 months; from £575.—Campbell Symonds, Wembley 6362. [C1037]
1951 Vauxhall Velox saloon, excellent condition throughout, heater, screenwash; £365.—Perivale 7566. [1771]
G & M ALFREDS (1936), Ltd.—1956 Vauxhall Velox, negligible mileage—6-7, Warren St., W.1. Euston 3268. [C1005]
1953 Vauxhall Velox saloon, heater; £495, or terms.—Capital Motors, Hornsey, N.8. Mountview 3451. [1512]
1953 (November) Vauxhall Velox, black/brown, 12,000 miles, heater and footlamp, exceptional value; £550.—Dobson's, Ltd., Staines 801. [C1074]
PRIDE & CLARKE, Ltd.—1954 Vauxhall Velox saloon, heater, one owner; £539; 1953, heater, one owner; £495; 1951, radio, £339.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

VAUXHALL CRESTA

1955 Vauxhall Cresta, 12,000 miles, one owner; £750 o.n.o.—Ashford, Mx. 2084. [1741]
1955 model Cresta, grey and white, unblemished, one owner, radio, guaranteed; £750.—Campbell Symonds, Wembley 6362. [C1037/1]

VAUXHALL MISCELLANEOUS

S SHAW & KILBURN, Ltd., for Vauxhalls.
IT is important that the car you purchase is in excellent condition throughout.
SELECTION of such modern Vauxhalls at
 4—6, Berkeley Sq., W.1. Grosvenor 4328.
GRAHAM BROTHERS "Autorama" for "quality-tested" used Vauxhall cars; your key to real value. Look for the "Autorama" at Graham Bros. (Motors), Ltd., 799-835, Chester Rd., Stretford (Trafford 3511). [10018/R]
VETERAN CARS
WELPAMS, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and sell pre-1915 Veterans. [C4070]

VOLKSWAGEN

C COLBORNE GARAGE, Ltd., Ripley, Surrey.
THE VOLKSWAGEN CENTRE.
1955 (July) Strato Silver de luxe, small mileage; £645.
1954 (Sept.) light beige de luxe, immaculate condition; £555.
1947 black Standard, very good value; £225.
1947 green Standard, loose covers; £295.
1947 grey Standard, excellent order throughout; £325.
1955 pick-up, 15cwt (unregistered demonstrator); £630.
1956 Polver, available shortly, small mileage; £715.
THE original U.K. specialists and leading distributors insist on our genuine spares and specialised service, coachbuilding, cellulising, new, used and re-conditioned cars.—R. Ripley 3561. [1037/R]
CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2-3, offer:
1955 one owner, 3,000 miles only, as new throughout; £675, maximum h.p. terms available. [C1001]
1953 Volkswagen de luxe saloon, green coachwork and chassis splendid; £535.—R. F. Fuggle, Ltd., Bushy Heath, Herts. Tel. 1685. [C2017]
JOHNSON & BROWN offer new Volkswagens de luxe saloons, stock, choice of colour.—268-270, High St., Bromley, Ravensbourne 8841-2.
1954 de luxe sun roof saloon, one owner, taxed, guaranteed exceptional throughout; £615.—Davies Motors, Ltd., 273, London Rd., Staines, Tel. 4211-5. [C1080]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

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V&F MONACO MOTORS, Volkswagen specialists, offer you their unique experience obtained in 6 years of servicing and repair of Volkswagen cars.

V&F MONACO MOTORS—1955 de luxe sun roof saloon, low mileage, beige, immaculate; £695.

V&F MONACO MOTORS—1956 standard saloon, 150 miles only, taxed to end of year; £625.

V&F MONACO MOTORS—1954 de luxe saloon, 23,000 miles, bronze, good condition throughout; £560.

V&F MONACO MOTORS—1954 standard saloon, spotless; £475.

V&F MONACO MOTORS—1951 de luxe saloon, one owner, £750; £435.

V&F MONACO MOTORS—1947 standard saloon, black good condition; £265.

V&F MONACO MOTORS, official Volkswagen agents, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station), Frenamite 4414.

VW sports cars, new, second-hand, or you can have your own converted, cruise at 80mph, while doing 55mph; only suppliers—West Essex Engineering Co., Ltd., Abridge, Thevdon Bois 2077. [0914/R]

WOLSELEY

H. BEART & Co., Ltd., offer:

1955 (May) Wolseley 6/30 saloon, genuine 7,000 miles, excellent value; £850—102, London Rd., and High St., Kingston-on-Thames Kingston 3548. [C1081]

WARWICK WRIGHT, Ltd., offer:

1955 Wolseley 4/34 saloon, grey/red upholstery, heater, 7,000 miles; £745.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. [C9405]

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributor:

4000 miles—1955 Wolseley 6/30 saloon, black with maroon immaculate condition; £975.

DECEMBER, 1954, 10,000 miles, Wolseley 4/44; £745; several others available.

1953 Wolseley 6/30, metallic green, one owner, fitted radio, S.W. maintained; £465.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1, Mayfair 5951, 399, London Rd., Croydon, Thornton Heath 4983, or 12, Chelsea Manor St., S.W.3, Flaxman 8161. [C9406]

BROWN'S GARAGE (LOUGHTON), Ltd., offer:

1953 Wolseley 4/34 saloon de luxe, heater, fog lamp, windscreen washer, tubeless tyres, one owner, low mileage; £395—Brown's Garage, Loughton (Essex) 6282. (Tube.) [C1035]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:

1946 Wolseley 14; £295—355, High Rd., Wembley, Middx. Tel. Wembley 4622. [C9405]

1956 Wolseley 6/30 saloon, green, works mileage, list price; £1,126.

JOHN WILSON AUTOS, Ltd., Sandstead Rd., South Croydon, Sandstead 4269. [C9053]

1951 Wolseley 6/30 saloon, beige, heater, excellent condition; £385.

BERTRAM COWEN, Ltd., Hermitage Lane, Streatham, Pel 2100. [11781]

1952 Wolseley 6/30 saloon, gunmetal with grey leather seats and various extras; £475.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 7744 and Bottomgate, Blackburn 5084. [C9382]

WOLSELEY

BEARTS OF KINGSTON—Wolseley distributors.— Sales, spares and repairs—102, London Rd., Kingston, Tel. 3548. [0083/R]

WOLSELEY 4/34 saloon, 1954, grey with grey leather upholstery, one careful owner, under 6,000 miles; £685—Offord, Welbeck 6899. [1750]

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1956 Ford Consul, Bristol fawn, mileage 250, as LAND-ROVER, fitted with metal top, showroom soiled; licensed 1.1.56; £575.

SMITH'S MOTORS, Dovercourt, Tel. Harwich 701. [1724]

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 54 years. [C3010/R]

MOTOR SCOOTERS

COMERFORDS for Motor Scooters Distributors for Lambretta, Bello, Parilla and Britax Scooterette, Oxford House, Portsmouth Rd., Thames Ditton, E.M. 5531 (six lines). [0973/R]

This section closes for press at 12 noon on Fridays

COMMERCIAL VEHICLES

COMMER shop express delivery van, bench seat, £556/10, immediate delivery—Bovens Road Garage, Bovens Rd. (North Circular Rd.), N.11, Bovens Park 2394-5-6. [1756]

3500 wagon, with roof attachments, Kenex coachwork, 12-seater; £495—Eustace Watkins, Ltd., 12, Chelsea Manor St., S.W.3, Flaxman 8161; or 399, London Rd., Croydon, Thornton Heath 4283. [C9406]

1953 Ford Thames Swt van, plain, guaranteed, £135 or £265 cash or 24 months' payments of £6/8/11; exchanges, terms—Palmer, 3, Russell Gdns, News, Kensington, W.14, Park 9704 and 5968. [C9034]

1953 Morris Swt van in grey and black, plain, one owner, passenger seat, spot and interior lights first-class condition; £265—Hillwood Motors, Mill Hill (London) 4252. [1745]

G&M ALFREDS (1936), Ltd.—1956 Austin A30 van as new—6-7, Warren St., W.1, Euston 3368. [C1005]

BUNTING MOTOR EXCHANGE for light commercial vehicles, all makes, Bradford specialists; list on request—Monstersfield Lane, Harrow, Tel. 6225-6. [0084/R]

Commercial Vehicles Wanted URGENTLY required, Austin A70 utility, must be low mileage, good condition—Box 8937. [1746]

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CARAVAN ACCESSORIES

CAR makers approve Witter towing brackets—Witter, 134, Foregate St., Chester, 4. [0570/R]

TOWING brackets over 100 designs from stock—B. Dixon-Rates, Ltd., Chester, Tel. 24034. [0576/R]

CARAVAN EQUIPMENT

WORTH caravan and trailer chassis, undergears, couplings, jacks, jockey wheels and all component parts; price for lists—Jerry Wodsworth & Sons, Ltd., Ripponden, Yorkshire. [0095/R]

HOLDER GRAISLEY caravans, chassis axles, ball couplings, jockey wheels, etc.; sound design and superior workmanship—The Holder Chassis Co., 245, Wolverhampton Rd., Heath Town, Wolverhampton. [0441/R]

CARAVAN JOURNALS

A CARAVAN holiday—The 48-page Sites and Hiring Directory in the February issue of "The Caravan" provides a comprehensive and country-wide list of sites with vacancies this year—tells you where what and how to hire. On sale all pre-waragists from January 25th, price 1s.—In case of difficulty, order direct from Publishers: Dept. A, Link House Publications, Store St., London, W.C.1. [0623]

SITUATIONS VACANT

SALESMAN for small country garage with general knowledge of business and car sales, state salary and experience.—Box 8915. [1757]

EXPERIENCED car salesman, required by Austin distributors in Southern Home Counties; give full details of experience and state age.—Box 8876. [1683]

SKILLED Mechanics required, excellent working conditions in new workshops; rate 4/9 per hour, holidays with pay, pension scheme available. [1687]

PPLY Maidenhead Autos, Ltd., Bath Rd., Taplow, A. Tel. Maidenhead 444. [8174]

USED car salesman required by distributors, North London area; must be fully experienced in all passenger vehicles; excellent opportunity.—Apply Box 8915. [1589]

PASSENGER car salesman, fully experienced in Ford range, required by Ford Main Dealers, North London area; excellent opportunity.—Apply Box 8914. [1598]

FOREMAN Manager, London garage, Ford dealers; starting £600 to £700; excellent prospects; accommodation; give full experience, age, etc.—Box 8869. [1233]

MECHANIC required by automobile distributors on the south coast; experience essential, possibility of accommodation, permanent and pensionable to right man.—Box 8870. [1687]

EXPERIENCED representative wanted for Tyre Distributor in Hertford area, knowledge of locality useful; pensionable position; car supplied.—Apply Box 8872. [1621]

COMMERCIAL salesman required by Austin distributors in Croydon area; give full particulars of previous experience, state age, and remuneration required.—Box 8875. [1689]

AUSTIN distributors, London area, require experienced works manager, only men holding similar position considered.—Write, stating age, details of experience and remuneration required.—Box 8914. [1738]

MOTOR fitters, skilled, required, top rate, permanent position; bonus—174/176, Sheen Rd., Richmond 4822. [1655]

SALESMAN, experienced, required by old estab. West London firm with first-class showrooms, popular agencies and used car trade, very good prospects for right man.—Write Box 8890. [1685]

FORD dealer, London, S.W.8 district, requires good all-round mechanic with Ford experience; top rates and prospects for right man; apply giving fullest particulars.—Box 8899. [8238]

PART manager required by Austin main parts stockist situated in London; only men with proved ability need reply; write giving experience, age, and remuneration required.—Box 8877. [1698]

SENIOR Car Salesman required by depot of old established car firm; applicants must be fully experienced.—Please write, giving details of experience and salary required, to the Manager, Mann Ezerlin & Co., Ltd., County Garage, Farnham Rd., Bury St. Edmunds. [1951]

SALES Manager required by progressive Ford main dealer in the London area, excellent opportunity for a person of initiative and drive, must be good administrator and able to control staff.—Write, with full details of education and business career, to Managing Director, Box 8890. [1300]

An excellent opportunity has arisen for the appointment of a salesman in the company of a well-established dealer in the St. Albans area; full training will be given to suitable applicants; age 25/35; substantial salary; write in first instance, with details of experience to date.—Box 8868. [1298]

A V experienced sales manager, age 40/45, capable of handling trade and retail sales distribution of 5,000 new and used cars and commercial vehicles per annum, in South-East England; remuneration by salary and commission exceeding £2,000 per annum; full particulars in strict confidence to Box 8873. [1696]

APPLICATIONS invited for post of book-keeper/cashier to take charge of garage office in Hertfordshire; ability to type essential; salaries position, rate age, experience and salary required in first instance.—Box 8812. [1586]

BOTWOODS, Ltd., Ipswich, Austin Distributors for Suffolk, have a further vacancy for a fully experienced car salesman; applicants, whose age should not exceed 40, should give full details of previous experience; permanent and progressive position with adequate remuneration.—Replies, which will be treated in confidence, should be addressed to Director. [1925]

EXPERIENCED car salesman with good record required immediately for flourishing dealers with the following agencies: Ford, Fordson, Austin, Standard, Rover and Land-Rover; unlimited territory, with excellent potential; only educated men with good experience and proved selling ability need apply; salary, expenses and commission. [1925]

STORINGTON MOTORS, LTD., Storrington, West Sussex, Storrington 400. [1705]

AUTOMOBILE engineer wanted for sales/development division of leading aluminium fabricating company; engineer aged 27-30 with university degree or H.M.C. and automobilists experience, excellent prospects in aggressive expanding business, top salary. [1705]

MAN with extensive experience required to take over sales promotion office of large car sales organisation in the Home Counties; full knowledge of car features and ability to dictate large volume of personal sales letters essential; must be methodical and hard working, salary to commence £20 per week, small flat available if required.—Apply, giving full details of past experience, to Box 8935. [C1035]

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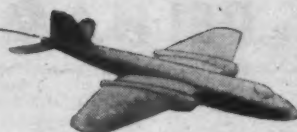
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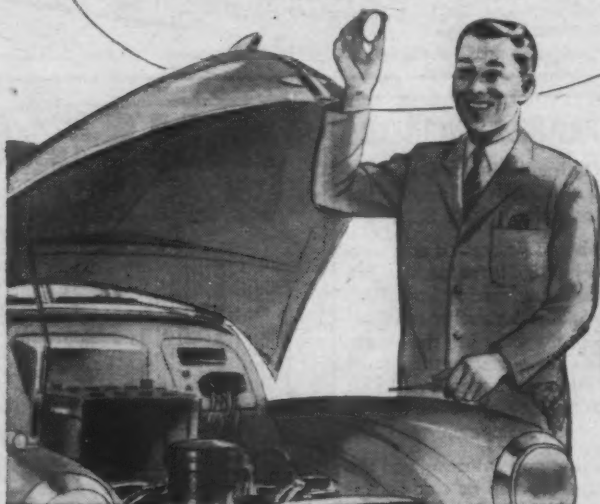
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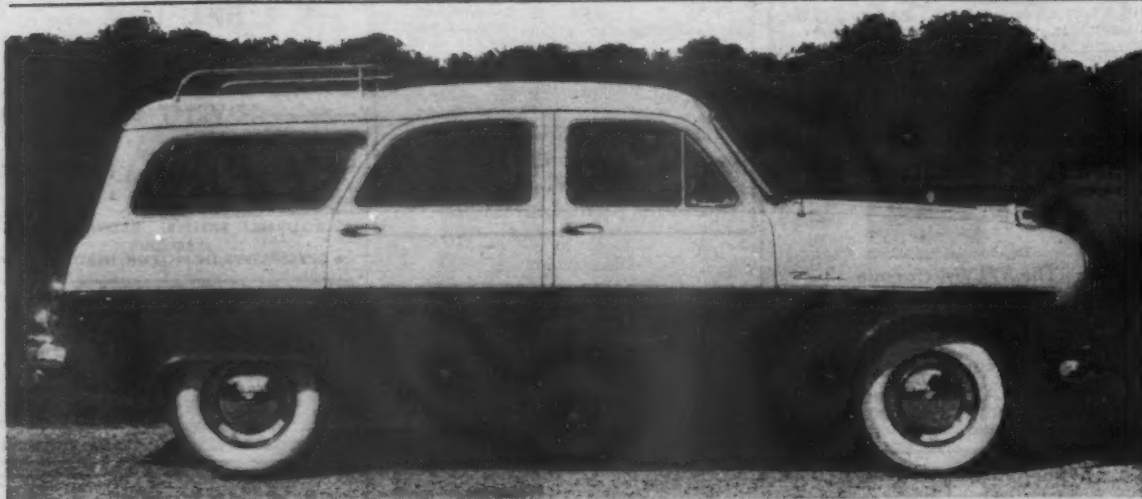
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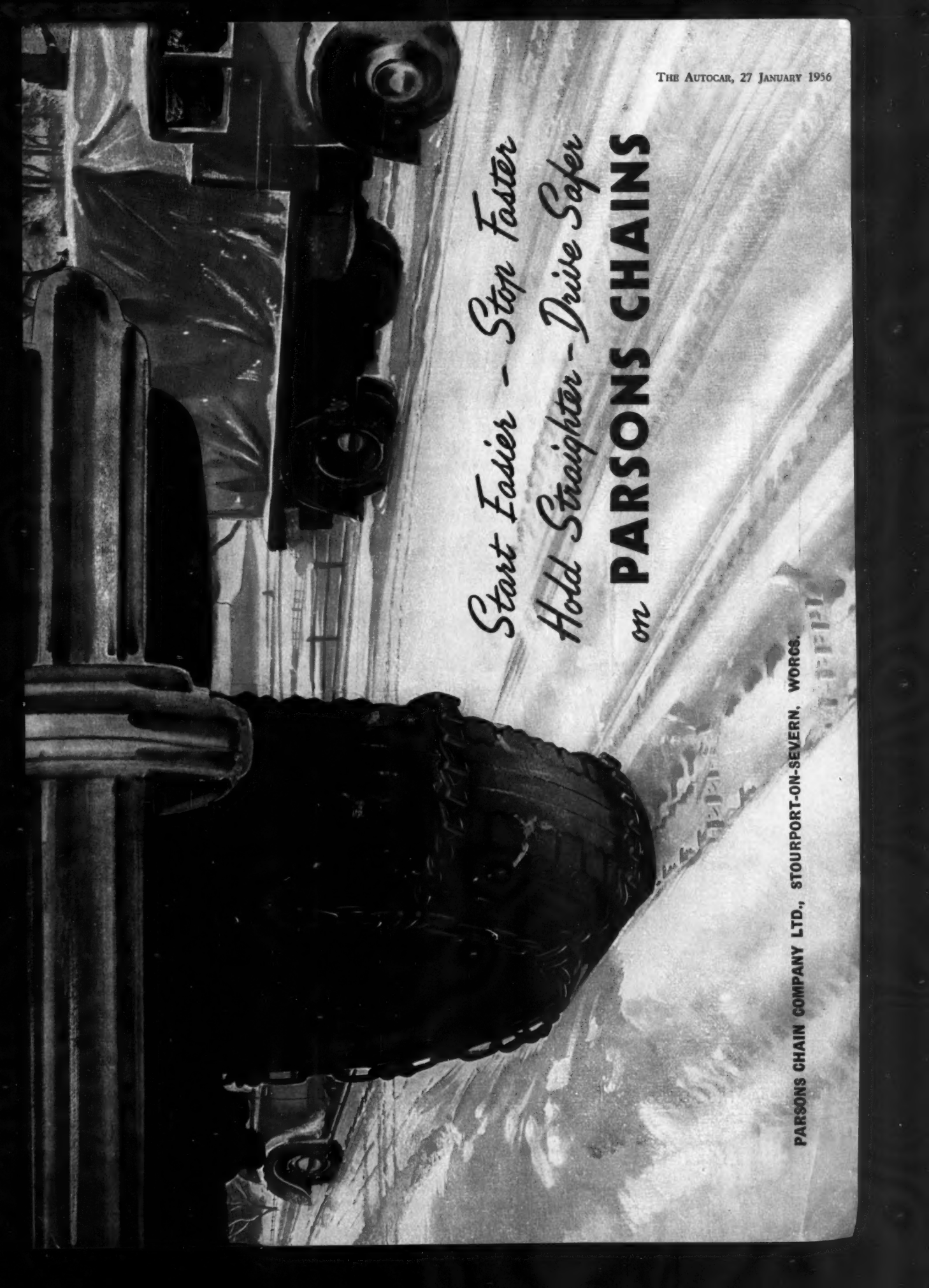
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